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MOTOR RECORD

INCLUDING "AUTOMOBILE BUYERS' REFERENCE"

Vol. 1. No. 1. NEW YORK, MARCH, 1917 $2.00 a year

"IT'S NOT SO MUCH TO KNOW ALL ABOUT THE AUTOMOBILE BUSINESS AS IT IS TO KNOW WHERE YOU CAN GET WHAT YOU WANT WHEN YOU WANT IT"

Vol. I.
Mar. March-August
1917.

LEADING ARTICLES

Conducting the Garage on a "Strictly Business Basis" — *Sanford Smith*
How to Sell Motor Cars — *A. D. Davis*
Kerosene for Truck and Tractor has Arrived — *J. Thomas Rhamstine*

Pn

DEPARTMENTS IN EVERY ISSUE

Complete Specifications of all Gasoline and Steam Pleasure Cars revised monthly.
Complete Specifications of all Gasoline and Steam Motor Trucks revised monthly.
Complete List of Dealers in Parts for Orphan Cars revised monthly.
Complete Price List of all Tires and Tubes revised monthly.
Complete Classified List of all Manufacturers of Parts and Supplies in the Advertising Section.

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Digest of Current Articles

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MOTOR RECORD

INCLUDING "AUTOMOBILE BUYERS' REFERENCE"

Vol. I. MARCH, 1917 No. 1

776430

Nothing ever stands still in America.

Fashions change, factories increase---the motor styles of five years ago are not those of today. The inability of the publishers of the Automobile Buyers' Reference to stand still takes concrete form in this---the first number of MOTOR RECORD.

Realizing that the busy manufacturer, dealer, jobber and garageman in the automobile trade must have information directly pertaining to his respective field, prepared for him in a classified, concentrated, predigested form MOTOR RECORD will try to make every page of definite, practical and permanent value.

In MOTOR RECORD the manufacturer, dealer, jobber and garageman will find a paper which combines the news value of the trade publication with the informative value of the trade encyclopedia.

The Departments which will appear in every issue of MOTOR RECORD will include Complete Specifications of all pleasure cars and trucks, Complete List of Dealers in Orphan cars, Complete Classified List of all manufacturers of parts and supplies, and Complete Price Lists of all makes and types of tires and tubes revised monthly. This will insure our readers of always having this information on tap without being forced to hunt for some particular issue.

For every question of the trade MOTOR RECORD will have an answer immediately available.

While the policy of MOTOR RECORD is well defined, we shall always welcome suggestions from our readers. We feel that it is only by rubbing elbows with the trade that we can make MOTOR RECORD the clearing house of information and news of the industry.

MOTOR RECORD

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NOTICE TO ADVERTISERS

Insertion of new advertisements or change of copy canot be guaranteed if received later than the 15th of the month preceding the date of publication.

THE unanimity of patriotic sentiment manifested by the large business interests of the country in coming to the government support with all their resources is what we expected, nevertheless, it is most inspiring. It assures us that the love of country is not dead, and that we are not so obsessed with the greed for gain as to be heedless of the defense of national rights and honor. As indicating the loyal sentiment of the automobile manufacturers the telegram sent by the National Automobile Chamber of Commerce, to the President is here reproduced:

The members of the National Automobile Chamber of Commerce assembled offer and pledge you our fullest co-operation in the present crisis. The automobile industry, which is the third largest in the United States, is ready to serve its country with all its resources of trained mechanics, machine tool equipment and modern factories. We know our industry can be of immediate help in preparing our country for any emergency, and desire you to feel our membership of one hundred and one manufacturers is ready and available subject to your call.

Letters from manufacturers offering their plants continue to pile up at the War Office; and it is pleasant to contemplate that a good many of these offers come from the automobile industry. Much attention was directed to the motor car industry when Henry Ford offered his plant for the government's use without profit to himself. Since then many manufacturers have come forward with similar offers. The Packard Motor Car Co. is prepared to make aeroplanes in any quantity; the Cadillac, Studebaker, Peerless, Cruiser, Willys-Overland Motor Car Companies and the U. S. Rubber with its forty-seven factories, B. F. Goodrich, with their 125 branches. The Gould Storage Battery, General Electric Co., Firestone Tire and Rubber, Danubil Co., Taylor Instrument Co., Warner & Swazee Engineering Co., and the Gray Motor Co., with many others, have offered their plants. It is understood that government officials expect the motor car industry to man the reserve corps that is being formed, for the huge army transportation system now in contemplation.

THAT the public alone is responsible for the congested condition of railroad traffic and the consequent distress throughout the country, has been recognized by thoughtful men. Satisfactory and lasting adjustment of conditions cannot be effected until the people are brought to realize the consequences of their ill-considered acts. We extract the following from *Automobile Topics:*

The great American Public, with a capital P, has itself to blame for its troubles in freight congestion, food prices, fuel cost and all the things that are causing wailing and gnashing of teeth at the present time.

At least, that is the point of view taken by Harry M. Jewett, president of the Paige-Detroit Motor Car Co., Detroit, who is vigorous in his defense of the railroads. "The machinery for the distribution of food, fuel and general freight has undoubtedly broken down," says Jewett. "It is woefully inadequate to meet the demands now made on it." After commenting at some length upon the damages inflicted on the automobile trade, Mr. Jewett continues: "For a quarter of a century it has been the delight of the public to scorn, abuse, hold-up, hector and harass these companies in every possible way. They have been taxed to death and every attempt made to increase their revenues by a slight addition to the freight rates has been fought tooth and nail. They can't increase their rates a tenth of a mill without a battle before the Interstate Commerce Commission that may last for years. Yet freight rates in this country are the cheapest per ton per mile of any in the world.

"This attitude of hostility on the part of the public toward the railroads and public service corporations, has this result: Railways and public service corporations cannot get money to develop their properties, increase their equipments and thus meet the demands growing out of our enormous industrial expansion. As investments they are more or less discredited because the dividends are neither generous nor regular. The railroads have not had money or encouragement to meet these conditions. The public machinery has broken down and we are in a horrible mess. The public is to blame. It is up to the people."

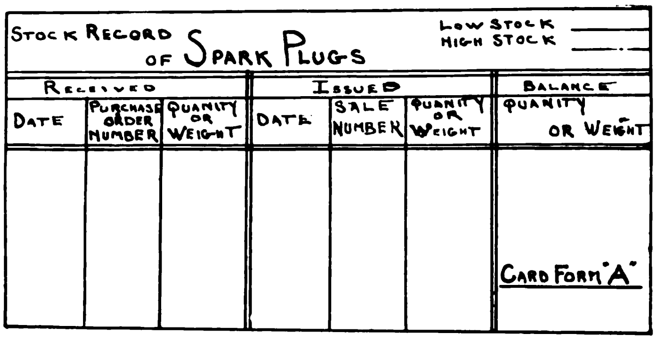
With the possibility of war at our door, the question of quick transportation of troops and supplies becomes one of immediate consideration. The great conflict in Europe has demonstrated the value of motors for this work. It is fortunate that we already have available, in practically every state in the Union, hundreds of motor trucks, and pleasure cars that could be easily converted into trucks. The efficiency of this method of transportation depends largely on the condition of the roads, and the people of the United States may again thank the motor car industry for its effort and influence along this line, and particularly the promoters of the Lincoln Highway, which, because of its stragetic routing between New York and San Francisco, will be of inestimable value.

Conducting the Garage On a "Strictly Business" Basis

Presenting An Office and Accounting System Which May Be Adapted and Applied to Any Garage, New Or Old

By SANFORD SMITH

The old fashioned way of running a garage in the catch-as-catch-can style has fallen into disfavor. The modern garage business, for the owners ultimate success and solvency depends on modern methods of costs, stock keeping and purchase. Herewith is presented a complete business system for operating the modern garage with the greatest possible understanding for the owner of actual and exact conditions as they are at the close of each and every business day. Of course no system, be it ever so perfect, can be followed blindly with success, but must be adapted to meet local conditions of peculiar necessities of the individual case. Some features may be found to be too limited for some particular garage and should be expanded at the owners discretion; other features may be too comprehensive for the smaller type of garage.



Stock Record of Spark Plugs

Low Stock ______
High Stock ______

Received			Issued			Balance
Date	Purchase Order Number	Quanity or Weight	Date	Sale Number	Quanity or Weight	Quanity or Weight

Card Form "A"

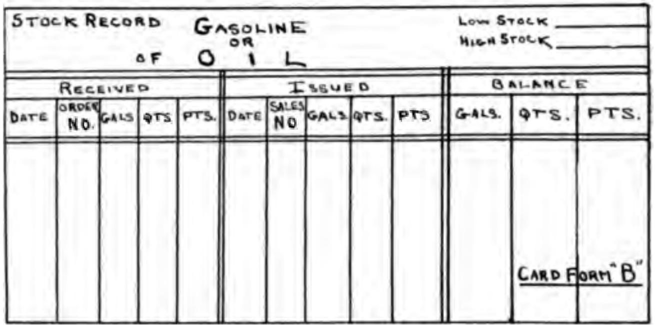
ARRANGEMENT

Space arrangements in the typical garage are varied, and depend on the size of the building occupied, the conditions for utilizing daylight and the scope of the business. The small, one-story garage usually finds it a good plan, where built on a city lot, to locate the office in one corner in the front and the stock and supply room in the other corner in the front. Between them is a driveway from the street leading to the storage space or floor, and the shop in the rear. If erected on a city lot the shop is always in the rear because there is found the maximum daylight. If the garage has an agency for a finished car the entire front, wherever possible, should naturally be used for sales and display. If the building has more light than just the front and rear, the shop should be located as near as possible to the stock room and supplies. This plan saves time and is the same principle which causes up to keep pen-and-ink on the desk instead of in the closet. Quick accessibility should be thought of in other things besides fire extinguishers.

STOCK AND SUPPLIES

All stock should be kept in one designated place and, wherever the size of the stock permits, in bins and labeled. Stock scattered about the floor and shop soon loses itself. Neatness, correct records and adequate supervision of stock soon pay for their practice in dollars and cents. Oil and gasoline, to avoid fire risk and whether required by local regulation or not, should never be allowed to become too close friends.

Keeping track of stock and supplies becomes an easy matter when the "perpetual inventory" system is employed. This is done by cards of two broad classifications, one for material and supplies, the other for gasoline and oil. Card form A is given as a suggestion for a record of material and supplies, card form B may be used for the gasoline and oil accounting.



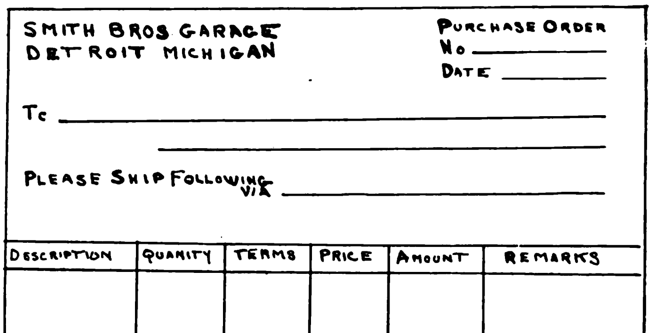
Stock Record of Gasoline or Oil

Low Stock ______
High Stock ______

Received					Issued					Balance		
Date	Order No.	Gals	Qts	Pts.	Date	Sales No	Gals	Qts.	Pts	Gals.	Qts.	Pts.

Card Form "B"

There is only one way in which the garage owner can tell just what the condition of his business is at any moment, and that is to keep a running balance of the stock and keep it up-to-date. This can be accomplished by never issuing stock without the authority of the proper person, who must enter such issuance properly upon the correct card record at the time of issuance. Upon this member of the force will also devolve the duty of seeing that not a cent more capital is tied up in stock than is absolutely necessary. Excess orders are the surest way of stangling capital on record. On the other hand, failure to have stock when needed drives away custom and should also be guarded against. To provide for the happy medium desired, spaces are left



Smith Bros Garage
Detroit Michigan

Purchase Order
No ______
Date ______

To ______________________

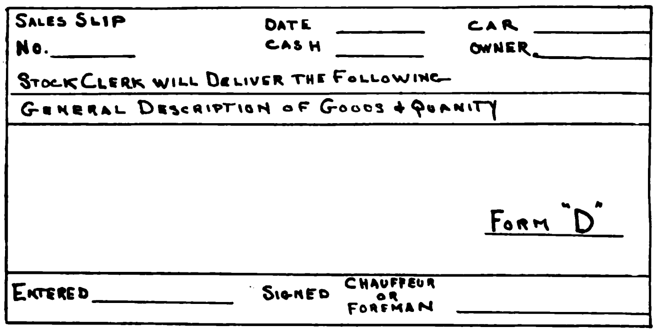
Please Ship Following via ______________

Description	Quanity	Terms	Price	Amount	Remarks

Form "C"

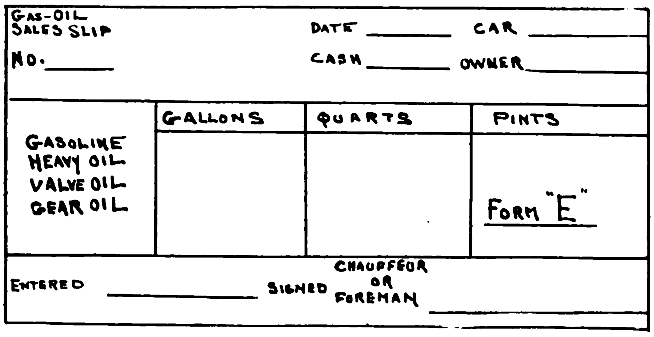
F.O.B. ______ Order By ______

on all stock cards for the largest and smallest quantities to keep. Experience, barring abnormal conditions, will show the proper amounts to carry. A supply to meet a little more than normal demand should be provided, but no more than this. Then, too, market conditions may be such as to make it good policy to buy heavily. The buyer only can be the judge of this. If delivery is uncertain or delayed the garage owner will do well to never let his minimum amount of any stock get dangerously low. Toward the end of the season it is always well to let stock in certain articles run low with an eye to improvements, which may make an old article obsolete or not readily salable.


SALES SLIP DATE ______ CAR ______
NO. ______ CASH OWNER ______
STOCK CLERK WILL DELIVER THE FOLLOWING
GENERAL DESCRIPTION OF GOODS & QUANITY
FORM "D"
ENTERED ______ SIGNED CHAUFFEUR OR FOREMAN ______

Each trade brand or kind of stock or material should have its individual card. For instance there will be a separate card for each kind of lubricating oil carried, one for each kind of tire, one for each size of bolt, one for the kind of tire-holders sold, etc. These cards should all be grouped and kept by groups in separate filing drawers. For example, make one group all general accessories; another, parts for the engine; in another, all tires carried; in another group all cards for electrical supplies; in another, gasoline, oil, polishes, etc.

For purchasing stock card form C is offered. When the stock in any supply or material reaches the low point given on the card form A or B, the person in charge of the stock room should immediately notify the office, here a card form C is made out in duplicate.


GAS-OIL SALES SLIP DATE ______ CAR ______
NO. ______ CASH ______ OWNER ______

	GALLONS	QUARTS	PINTS
GASOLINE HEAVY OIL VALVE OIL GEAR OIL			FORM "E"

ENTERED ______ SIGNED CHAUFFEUR OR FOREMAN ______

The original of this goes to the jobber or manufacturer supplying the required stock. The duplicate goes to the stock room where it is kept on a hook or daily file until the material is received. If the shipment is satisfactory, the receipt of the order is noted on this duplicate form C which is then returned to the office and kept as authority to pay the bill when it is due. Before returning this duplicate to the office the stock room clerk has entered the goods received on the correct cards. The duplicate order thus serves as the posting information for the cards keeping track of the stock.

GIVING OUT SUPPLIES

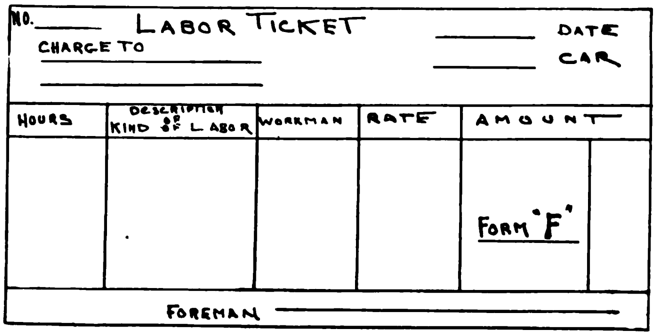
Supplies are either sold to a customer outright or used on a repair job in the shop. In either case a requisition serving as an actual sales slip or card is filled in and signed by the chauffeur buying for the owner, or the foreman of the shop if the supplies are for the shop. If the owner buys supplies himself the requisition should be signed by him, if he has a charge account. A record of the materials given out is then made by the stock clerk on the proper cards from this requisition blank, given herewith as card form D. If the sale is for cash the amount is checked in by either the clerk in the office or the stock room clerk. Form D may be made to serve for all classes of supplies and also for gasoline and oil. Owing to the fact that sales of fuel and lubricants are the heaviest by far some garages may find it convenient to use another form for the sale of gasoline and oil and form E will answer this purpose if printed on a different color of paper stock than the color used for other card forms. Form E may be pink in color, all other cards white.

SALES, LABOR AND CHARGE SYSTEMS—OVERHEAD EXPENSE

As has been stated, stock requisitions also serve as sales tickets. This is an exceedingly simple system and enables the direct tracing of any dispute. This plan, telling the office to either charge a customer or enter a cash sale also disposes of the necessity of keeping separate records for the requisition, sales slip and voucher for journal entry.

Labor tickets from the shop work along the same line as the sales ticket. Card Form F will be found to take care of this item in a satisfactory manner. In the average garage the cost of almost all material and labor can be charged direct to the customer. Where the garage has cars of its own, work on such cars is charged back to the business.

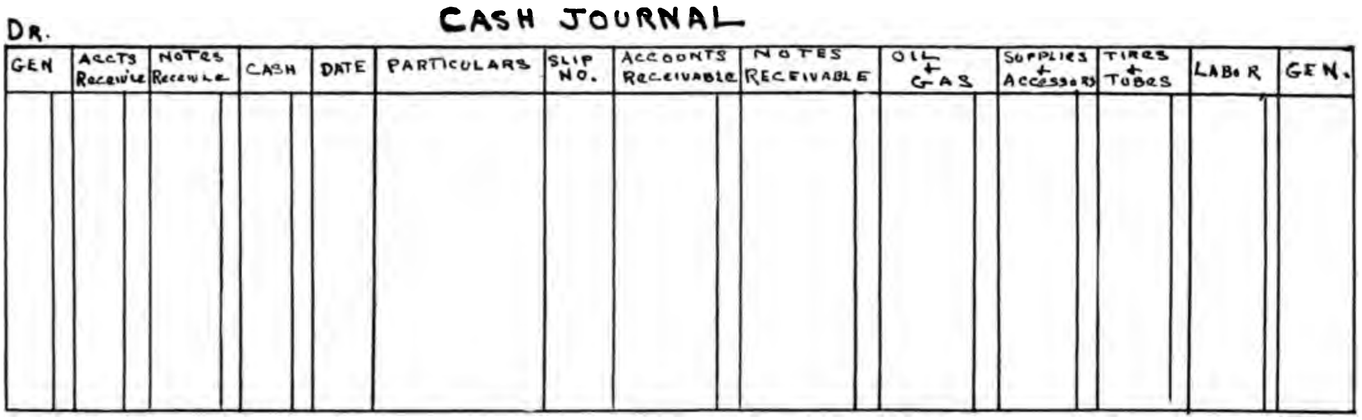
Overhead labor is, of course, charged back to the business. Overhead labor means the wages of porters or watchmen and the salaries of clerical help. General items such as the cost of cleaning, shop repairs of miscellaneous nature, rent, light, etc., are all charged to overhead and distributed on a cost basis, dollar for dollar. To the cost of every kind of material a percentage is added for overhead. Overhead expense should be checked up from time to time and the correct percentage learned. In the average garage there should be very little labor or supplies which is not either paid for in cash or charged directly to the customer's account.


NO. ______ LABOR TICKET ______ DATE
CHARGE TO ______ ______ CAR

HOURS	DESCRIPTION KIND OF LABOR	WORKMAN	RATE	AMOUNT
				FORM "F"

FOREMAN ______

Sales and labor tickets, if care has been taken to number them in consecutive order, will make exact checks against the inventory and the payroll. If, for example, the inventory card at the end of the week shows so many gallons of gasoline on hand and the sales tickets show that so many gallons were sold, there should be on hand, provided no more has been received, the exact difference. Likewise all the labor, except the overhead, should be charged out during the exact period in which it occurred.

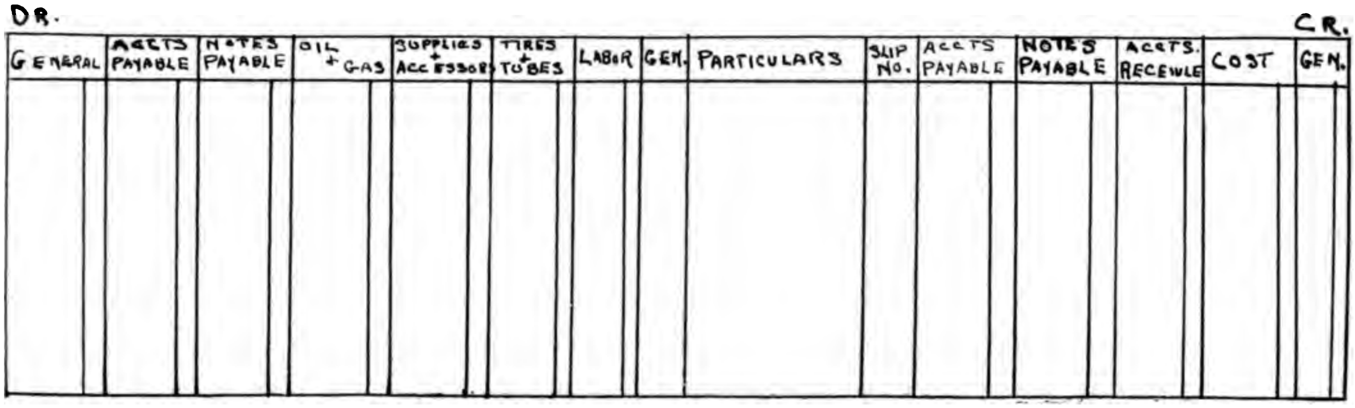


CASH JOURNAL

DR.

GEN	ACCTS RECEIV'LE	NOTES RECEIV'LE	CASH	DATE	PARTICULARS	SLIP NO.	ACCOUNTS RECEIVABLE	NOTES RECEIVABLE	OIL + GAS	SUPPLIES + ACCESSORIES	TIRES + TUBES	LABOR	GEN.

FORM "G" AT TOP—LEFT-HAND PAGE
AT BOTTOM—RIGHT-HAND PAGE



DR. CR.

GENERAL	ACCTS PAYABLE	NOTES PAYABLE	OIL + GAS	SUPPLIES + ACCESSORIES	TIRES + TUBES	LABOR	GEN.	PARTICULARS	SLIP NO.	ACCTS PAYABLE	NOTES PAYABLE	ACCTS. RECEIV'LE	COST	GEN.

CASH JOURNAL

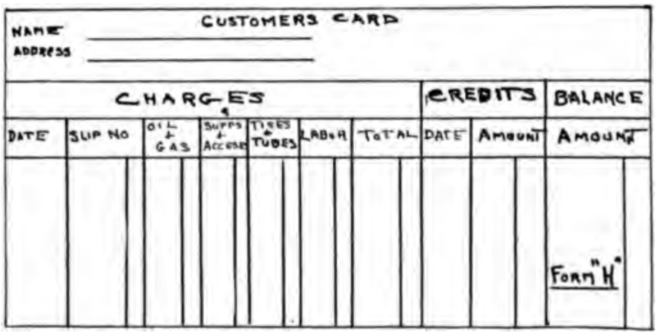
A necessary adjunct of any business is the cash journal kept in the office. A cash journal with the right and left hand pages is shown in Form G. This is adapted to the garage business and is in reality a cash book, sales book, purchase record and a daily journal. At the end of each business day the sales slips are added and their total entered in the column headed "cash" on the left-hand page of the journal. On this same page the amount is distributed in the proper columns of materials sold. Charge sales are then entered on the same page of the journal. All the slips for material and labor charged during the day to any one customer are added together and the amount distributed similar to the "cash" account. The total amount for each customer goes in the "accounts receivable" column which is then distributed and credited in the other columns as above. Care should be taken to enter all ticket numbers on the charge accounts because they are the authority for all the charges entered.

In connection with the customer's charge account card form H should be noted as it serves as a model for the customer's Ledger account.

The Customer's Ledger account consists of a card (Form H), for each individual customer and the items on this card should be entered direct from the cash journal as given above. At the close of the month a total is made from the "accounts receivable" column and transferred to the general ledger while the totals of the columns making up the "accounts receivable" column are transferred to the card ledger accounts of the same names. In general the left side of the left-hand page of the Journal is for cash received, for sales and for general entries and for returns to creditors. The right-hand side of this left-hand page or cash journal is for cash payments on accounts and general transactions with creditors. For instance, when a customer pays up his account with "cash" column on the left-hand page is debited and the "accounts receivable" column on the right of the same page is credited. For a note received charge the "notes receivable" column on the left of the page and credit the "accounts receivable" column on the right of the same page. For a note paid charge the "cash" column on the left of the page and credit the "notes receivable" column on the right of the same page.

CAR RENTAL AND STORAGE INCOME

To handle the transactions coming from the storage and rental of cars and from the sale of cars if the garage has an agency for one or more finished cars, accounts must be opened in the general ledger. When a storage bill is contracted, a car rented or a car sold entries must be made in the regular way in the cash journal. "Accounts receivable" on the left hand page is charged and "storage" credited in the "general column" to the right on the same page. A separate column called "storage" may be put in if desired. Similarly, for cars rented, a like procedure must be



CUSTOMERS CARD

NAME ______________

ADDRESS ______________

CHARGES							CREDITS		BALANCE
DATE	SLIP NO	OIL + GAS	SUPPS + ACCESS	TIRES + TUBES	LABOR	TOTAL	DATE	AMOUNT	AMOUNT

FORM "H"

followed and "rental" credited in the general column or a new column with that heading.

When the garage handles a car agency the receipt and sale of new cars is taken care of with an "agency" account in the general ledger. On the receipt of a car from the distributor or manufacturer the "agency" account is charged or debited in the "general" column at the extreme left of the right-hand page of the journal and accounts payable or notes payable or cash is credited on the right-hand side of the same page. When the car is sold the agency account is credited in the general column on the right of the left-hand page of the cash journal and the columns marked accounts receivable, notes receivable or cash, as the case may be, on the left of this same page debited. All sales of cars, rental of cars and storage of cars should be handled by the regular sales slip.

GENERAL REMARKS

When the garage pays a bill it is entered on the right-hand page of the journal, the accounts affected being debited on the left-side of this page and the cash credited on the right side of this page. Notes given require a credit in the "notes payable" column. For consignment of parts, supplies or cars on long credit, the "accounts payable" column is credited. Returned goods already charged go through the same process as a new purchase; they are charged in the proper columns to the left of the right-hand page and credited in the accounts receivable of the same page at the right.

With the exception of the general column, all the columns in the journal must be posted at the end of every month. In addition the general accounts are posted immediately, debits and credits to accounts receivable and accounts payable are posted in detail to the accounts receivable and accounts payable ledgers respectively. Unless there are a large number of accounts payable it is necessary to keep only a part of the general ledger for this side of the bookkeeping. From now on the procedure is the same as in any double entry books.

EQUIPMENT, FILING AND MISCELLANEOUS

1. It is recommended that all card forms be confined to a standard size such as 4" x 6" or 5" x 7". This makes for general lower first cost and enables the interchange of cards or the system at any time. Filing drawers should be of metal construction.
2. Whenever possible all filing should be done alphabetically and then chronologically. If the business is not too large it is sometimes far better to carry all general correspondence, of any nature whatsoever, in a single vertical file.
3. Sales and labor cards should be filed numerically for quick reference.
4. To avoid disputes with car owners it is often a good plan to attach printed inventory or equipment tag to every car coming in for repairs, with the equipment actualy carried by the car checked on the printed tag. When the car goes out the equipment it carries is tallied with the card and if anything has been stolen or overlooked it shows up on the card.
5. Daily reports from salesmen should be required here they are employed to sell cars or service. A vertical metal file is recommended to house these reports filed by names of the salesmen and then chronologically. A card form system may be used to conform to the rest of the equipment, if desired.

Paige-Detroit Motor Car Co., Detroit, has purchased 33 acres of land adjacent to the new site of the Saxon Motor Car Co.'s new plant.

Tells Salesmen of Points Needed

NORVAL A. HAWKINS, PRESIDENT OF WORLD CONGRESS, SPEAKS TO DETROIT MEMBERS

Norval A. Hawkins, general sales manager of the Ford Motor Company and president of the World's Salesmanship Congress, addressed 800 members of the World's Salesmanship Club of Detroit in the Board of Commerce auditorium Monday night on "The Man in Salesmanship."

"Consider yourself as a manufacturer of service. Look in the glass and find the things you lack for the making of the successful salesman. Cultivate the good qualities. Weed out the bad ones. Believe in yourself and in your goods. Don't talk too much, but effectively and to the point. Be loyal to your firm and to its policy. Cultivate enthusiasm and charm of manner." These were some of the aphorisms cited by Mr. Hawkins as leading to success in salesmanship.

"The real salesman bases his work on three things," said Mr. Hawkins, "telling only the truth, selling only what the buyer needs and giving cheerful service to customers. These rules are really a paraphrase of three divine commands: 'Love the Lord thy God,' 'Do Unto Others as You Would They Should Do Unto You' and 'Love Thy Neighbor as Thyself.'"

THE AMAZON RUBBER COMPANY INCORPORATED

Dispatches received from Columbus show that the Amazon Rubber Company was incorporated under the laws of the State of Ohio with a capitalization of $500,000.

Mr. L. J. Schott, president of the Amazon Tire and Rubber Company, stated that the new company was formed for the purpose of buying out the Amazon Tire and Rubber Company and operating it on a much more extensive scale under the name of the Amazon Rubber Company.

As soon as the necessary arrangements are completed plans will be laid for making the Amazon Rubber Company one of Akron's largest and most prominent tire plants.

The same product, a standard tire with extra breaker strips on the side walls, will be manufactured.

FORD TRACTOR COMPANY $10,000,000 CORPORATION

ONTARIO GOVERNMENT GRANTS ARTICLES, AND EXPANSION IS EXPECTED IN SPRING

With a capital stock of $10,000,000, articles of incorporation have been granted the Ford Motor Tractor Company, of Canada, by the Ontario government.

According to the government charter, the company, which will have its head offices in Canada, is given power "to build, construct, operate, to prepare for market motor tractors, engines, machinery and equipment in connection with the manufacture and operation of tractors and to take over the business within the Dominion of Canada of Ford Tractor Company, Inc., including the patent rights within the Dominion of Canada for the Ford tractor."

It is understood that construction of the plant at Ford City, where the company has fifty acres alongside the tracks of the Grand Trunk Railway, will be commenced this spring.

MANUFACTURERS' NOTES

Amazon Rubber Company of Akron have appointed the following new dealers to handle their product in the districts in which they are located: The Strong, Carlisle & Hammond Company, Cleveland, Ohio; Ralph E. Becker, Buffalo, N. Y.; Pepoon & Peterson, New York City; "Steve," the Tire Man, Inc., Philadelphia, Pa.; Everett Auto Supply Company, Brooklyn, N. Y.; Bigelow Boulevard Auto Supply Company, Pittsburgh, Pa.; Albert N. Pate, Syracuse, N. Y.; Hinkle Tire and Rubber Company, Columbus, Ohio; MacDonald Garage Company, Schenectady, N. Y.; New Auto Parts Supply Company, Fort Wayne, Ind., and the Scanlon Auto Supplies, Inc., Rochester, N. Y.

Distribution of the Rayfield carbureter in Eastern territory has been taken over by the Motor Car Equipment Co., New York City, for the Findeisen & Kropf Mfg. Co., Chicago. Negotiations for the deal were conducted during the Chicago show.

Announcement has just been made by John A. MacMillan, President and General Manager of the Dayton Rubber Manufacturing Company, Dayton, Ohio, that they have recently completed arrangements for the erection of a large new factory in Dayton.

The site for the new factory has already been purchased and comprises 21½ acres of ground.

The location is ideal for a manufacturing site, especially for a rubber factory, in that it not only enjoys excellent transportation facilities, but is in an excellent residential district served by two good street car lines.

Another important factor in this location is the fact that an abundance of water is obtainable which plays a very important part in the manufacture of rubber goods, as great quantities of water are used in washing the rubber and cooling the various machines which are used in tire construction.

In his announcement Mr. MacMillan stated that this new plant is really the first unit of a big factory plan that will be eventually carried out by the company. It is expected that the plant will be ready for occupancy by June 1.

Announcement is made by the General Engineering Company, of Detroit, manufacturers of the Doble steam car, of the appointment of the Pacific Kissel Kar Company of San Francisco, as Pacific coast dealers in Doble cars. Their territory covers the states of California, Oregon, Washington, Nevada, Arizona and Hawaii. The company has branches in seven cities and 75 subdealers.

The Grant Motor Car Corp. is now installed in its new Cleveland factory, and is advising its dealers of the fact, in order to assure them that it is able to take care of their demand for cars. The new plant has 155,000 square feet of floor space, and it is felt that it will be ample for the 1917 and 1918 demand.

The Maxwell Motor Company, Inc., arranged on February 5 for the construction of a $50,000 building on the site of that portion of the Manufacturers' Production Company, in Cincinnati, which was razed by fire recently. The Maxwell company some time ago bought the munitions plant, and will convert it into an automobile factory.

A. C. Barley, president of the Barley Motor Car Company, of Streator, Ill., manufacturers of the Roamer car, concluded a business arrangement recently by which the Barley company will occupy from 85,000 to 100,000 square feet of floor space in the plant of the States Motor Car Manufacturing Company. The Barley company will remove to Kalamazoo immediately—in fact, much of its machinery and material is already en route. The company will employ from 150 to 250 men. A. C. Barley, president of the company, is also secretary of the Rutenber Motor Company, of Marion, Ind., and C. G. Barley is head of the Indiana Motor Truck Company. The officers of the Barley company are A. C. Barley, president; C. G. Barley, vice-president; C. E. Stephenson, secretary-treasurer; E. H. Beachnan, assistant to the president; E. C. Chase, Jr., sales manager, and W. S. Oakes, factory manager. The company builds two models, a Six-40 and Six-90, at $1,850 and $2,950. Every car is a custom made job with bodies to suit the purchaser.

This year will be the first that the Hudson has entered the racing game on a large scale. At least five Super-Sixes will be in the flotilla that will meet the motor world in every big speed and endurance contest during the coming year. Ralph Mulford will hold the star racing wheel. Arthur Hill, late of the Peugeot team, will be the manager, and Billy Chandler, who has given up active racing, has been appointed master mechanic and will be in charge at the pits, where many a race is won or lost.

The Miller Auto Sales Company, of Grand Rapids, Mich., has made arrangements to manufacture a new truck unit to be known as the Mil-ton, for which it is to act as the state distributor and assembler. In order to properly finance the undertaking, changes in the personnel of the company were made. William E. Miller was re-elected president and general sales manager; L. W. Coppeck, formerly of the Decatur Truck Company, vice-president, and L. A. Corcoran, secretary

Specifications for Pleasure Cars 1917

ABBREVIATIONS:—MOTORS—Cont., Continental; Lycmg., Lycoming; Widly, Weidely; T'tor, Teetor; H-Splm., Hershel-Spelman; Ruten., Rutenber; G. B. S., Golden, Belknop & Swartz.; Ster., Sterling; North., Northway; Masmk., Massnick. CYLINDERS—Blk., Block; H., Head; S., Side; L., Left; R., Right; V., in V. PISTON RING—Diag., Diagonal; Wass., Wasson. CAMSHAFT DRIVE—Hel., Helical; Chn., Chain; Spr., Spur; Gr., Gear. COOLING SYSTEM—P., Pump; T., Thermo Syphon; A., Air Cooled; *. Thermostatic Control. OILING SYSTEM—F., Force Feed; S., Splash. CARBURETOR—Stmbrg., Stromberg; Schbler, Schebler; Rayfld., Rayfield; Tiltson, Tillotson. FED BY—V., Vacuum. P., Pressure; G., Gravity. IGNITION SYSTEM—Eisen., Eisemann; West., Westinghouse; Conn., Connecticut; G. & D., Gray-Davis; Al-Ch., Allis Chalmers; At-K., Atwater-Kent; Auto., Autolite; Split., Splitdorf; V. Sl., U. S. Lt & Heat Co.; Wd. Leon., Ward-Leonard; S., Single; D., Double; H., Hand Spark Advance; A. Automatic Spark Advance; Dup. Duplex; CLUTCH TYPE—D. Disc; DD. Dry Disc; O. D. Oil Disc; C. Cone; C-U. Control Unit; F. D., Friction Drive. GEARSET LOCATION—U. P. P. Unit Power Plant, Engine Clutch and Transmission on one clutch; To'T. Gearset on forward end of Torque Tube; R. Ax., Unit with Rear Axle. C-U., Control Unit. REAR AXLE—F., Floating; S. F., Semi-Floating; D., Dead. GEARS—Sp. B., Spiral Bevel; Bev., Bevel; C-U., Control Unit. REAR SPRINGS—Semi., Semi-Elliptical; El. Elliptical; Cant. Cantilever; Plat., Platform. BEARINGS—B., Ball; R., Roller; P., Plate.

NAME AND MODEL	Price Touring Car	MOTOR					Size of Spark Plug	CYLINDERS		Cam Shaft Drive	Type of Cooling System	Type of Oiling System	CARBURETOR		IGNITION SYSTEM	Make of Starting-Lighting System	TRANSMISSION						RUNNING GEARS				BEARINGS				Size of Carburetor	Size of Brake Banding
																			REAR AXLE													
		Make of Engine	Number Cylinders	Bore and Stroke in Inches	Rated H. P.	Shape of Cylinder		How Cast and Location of Valves	Make or Type Piston Rings				Make and Type	Fed by	Make Type		Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel		
Abbott, 6-44	1195	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Diag	Hel	P	F & S	Stmberg-S	V	Remy S-H	Remy-1	D D	U P P	Salisbury	¾ F	Sp B	4.75	122	32x4	Firestone	Semi	3	B	R	R		
Aland, 14-60	.....	Own	4	3 x5½	.....	I	.....	....	.....	Blk	T-S	F	Zenith	V	Eisen S-H	U S L 2	D D	U P P	Timken	S F	Sp B	4.33	122	33x4	....	Semi	3	B	R	B		
Allen, 37	795	Own	4	3¾x5	22.50	I	.....	Blk S	Diag	Hel	T-S	S	Stmbrg-V	V	West S-H	West-2	C	U P P	Own	F	Bev	4.00	112	32x3½	Firestone	Semi	2	....	....	......	...	.....
Allen, Classic	850	Own	4	3¾x5	22.50	L	⅞	Blk H	Diag	Hel	T-S	S	Stmbrg-V	V	West S-H	West-2	C	U P P	Own	F	Bev	4.00	112	32x3½	Firestone	Semi	2	B-P	B	B	1	12½x2
Alter, F-6-40	850	Falls	6	3 x4½	21.60	..	⅞	Blk H	Diag	Hel	T-S	F & S	Schbler-V	V	Conn S H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	114	32x3½	Cleveland	Semi	3	....	....	......	...	.....
Alter, E-4-30	675	LeRoi	4	3⅛x4½	15.63	..	.....	Blk S	Diag	Hel	T-S	F & S	Schbler-V	V	Conn S-H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	106	30x3½	Cleveland	Semi	3	....	....	......	...	.....
American, A	1285	Amco	6	3 x5	21.60	L	⅞	Blk S	Diag	Hel	P	Sp	Zenith-V	V	G & D S-H	G & D-2	D D	U P P	Salisbury	¾ F	Sp B	4.42	122	32x4	Detroit	Semi	3	B & P	B-R	B	...	.....
Ams-Sterling	875	LeRoi	4	3⅛x4½	15.63	L	⅞	Blk S	Diag	Hel	T-S	F & S	Stmberg	G	Bosch	Bosch-2	D D	U P P	Adams	¾ F	Sp B	4.50	110	30x3½	....	Semi	2	R	B	B	...	.....
Anderson, 200	1350	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Diag	Hel	P	F & S	Own-S	G	West D-H	West-2	D	U P P	Mott	¾ F	Bev	4.42	120	33x4	Baker	Semi	3	B	B	B	...	.....
Apperson, 8-17	2000	Own	8	3¼x5	33.80	L	⅞	4 V	Inld	Hel	T-S	F†	Johnsn-V	V	Remy D-H	Bijur-2	D D	Sep	Own	F	Sp B	4.58	130	35x4½	Firestone	¾ El	3	R	R	R	1¼	⅝x2
Apperson	1690	Own	6	3½x5	29.40	L	⅞	Blk S	Inld	Hel	P	F†	Rayfld-V	V	Con D-H	Bijur-2	D D	Sep	Hess	F	Sp B	4.41	122	34x4	Firestone	¾ El	3	R	R	R	1¼	⅝x2¼
Arbenz, 25	.....	Lycmg	4	3¼x5	.....	L	⅞	....	.....	Hel	T-S	S	Carter	G	Alpco S-H	Aplco-1	C	U P P	Gemco	F	Bev	4.25	108	30x3½	....	Cant	2	B	R	B	...	.....
Auburn, 6-44	1535	Cont	6	3½x5¼	29.40	L	⅞	Blk S	Diag	Hel	P	F & S	Rayfld-S	V	Delco S-H	Delco-1	D D	U P P	Columbia	F	Sp B	4.00	131	35x4½	Firestone	Cant	3	B & P	R	B	...	.....
Auburn, 6-39	1145	Ttor	6	3⅛x5	23.44	L	⅞	Blk S	Diag	Hel	P	F & S	Rayfld-S	V	Remy S-H	Remy-2	D D	U P P	Columbia	F	Sp B	4.42	120	34x4	Firestone	Semi	3	B	R	B	...	.....
Austin, 12	3750	Widly	12	2⅞x5	39.68	I	⅞	3 H	Burd	Hel	P	F†	Stmbrg-V	V	Delco S-H	Delco-2	D D	U P P	Spec. Aust	in 2	-sp A	xle	142	34x4½	Firestone	D Cant	3	B	B & R	R	...	.....
Bell, '17	875	Lycmg	4	3½x5	19.60	L	⅞	Blk S	Diag	Hel	T-S	F & S	Carter-V	V	At K S-H	G & D-2	D D	U P P	Adams	F	Bev	4.25	112	31x4	Firestone	¾ El	2	R	R	B	...	.....
Ben-Hur, 17	1875	Buda	6	3½x5¼	29.40	L	⅞	Blk S	Diag	Hel	P	F & S	Gravity-S	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.45	126	35x4½	Miller	Semi	4	B	R	R	...	.....
Biddle, D	2350	....	4	3¾x5⅛	22.50	L	⅞	Blk S	Diag	Hel	T-S	F & S	Zenith-S	V	Eism	G & D-2	D D	U P P	....	¾ F	Bev	4.00	122	32x4‡‡	Stanweld	¾ El	3	B	B & R	B	...	.....
Bour-Davis, 17	1250	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Step	Spur	P	F & S	Stmbrg-S	V	Remy	Remy	D D	U P P	Salisbury	¾ F	Sp B	4.42	118	32x4	Detroit	Semi	3	B & P	B & R	B	...	.....
Brewster	*5000	Own	4	4 x5½	25.26	I	⅞	Blk S	Diag	Ch	P	F & S	Zenith-V	V	Bosch S-H	U S L-1	C	Tr. T	Own	F	Sp B	4.25	125	34x4½	Firestone	Cant	3	B	B	R	...	.....
Briscoe, 4-24	685	Own	4	3 5/32x5⅛	15.86	L	⅞	Blk S	Diag	Hel	T-S	S	Carter-V	G	Conn S-H	Split-2	C	R Ax	Own	F	Bev	4.23	105	30x3½	Jackson	El	2	B R & P	B & R	B	1	1½
Buick, D-44 to 47	1040	Own	6	3¼x4½	25.35	I	⅞	Blk H	Step	Hel	P	S	Marvel-V	V	Delco S-H	Delco-1	C	U P P	W. Mott	F	Sp B	4.08	115	34x4	Baker	Cant	4	B	B & R	B	...	.....
Buick, D 34 & 35	675	Own	4	3⅜x4¾	18.23	I	⅞	Blk H	Step	Hel	P	S	Marvel-V	V	Delco S-H	Delco-1	C	U P P	W. Mott	¾ F	Bev	4.08	106	31x4	Prudden	Semi	3	B & R	B & R	B	...	.....
Cadillac, 55	2240	Own	8	3⅛x5⅛	31.25	L	⅞	4 V	Diag	Ch	P*	F†	Own-V	P	Delco S-A	Delco-1	D D	U P P	Timken	F	Sp B	4.43	125	36x4½	Kelsey	Plat	3	B	R	R	1¼	17x2¼
Cameron, '17	1250	Amco	6	3 x5	21.60	L	⅞	Blk S	Step	Hel	P	F & S	Zenith-S	V	G & D S-H	G & D-2	D D	R Ax	Own	S-F	Sp B	4.00	122	32x4	D Wheels	Cant	3	B & R	B	B	1¼	.....
Case, 40	1190	Own	4	3⅝x6	21.03	L	⅞	Blk S	Gill	Hel	T-S	F	Rayfld-S	G	Conn S-H	Auto-2	C	U P P	Salisbury	¾ F	Sp B	4.42	120	34x4	Goodyear	Cant	3	R & P	R	R	...	.....
Chadwick	5500	Own	6	5 x6	60.00	L	.....	2 H-S	Diag	Hel	P	F	Own	V	Bosch	West-2	......	U P P	Own	D	....	2.25	133	37x5	....	Plat	4	B	B	B	...	.....
Chalmers, 6-30	1350	Own	6	3¼x4½	25.35	L	⅞	Blk S	Diag	Hel	T-S	F & S	Stmbrg-S	V	Remy S-H	West-2	D D	U P P	Timken	S-F	Sp B	5.18	122	34x4	Kelsey	Semi	3	R	R	R	1¼	14¾x2¼
Chalmers, 6-30	1250	Own	6	3¼x4½	25.35	L	⅞	Blk S	Diag	Hel	T-S	F & S	Stmbrg-S	V	Remy S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.75	115	32x4	Kelsey	Semi	3	R	R	R	1	12x2
Chandler, 17	1395	Own	6	3⅜x5	27.34	I	⅞	3 S	Wass	Ch	P	F & S	Rayfld-V	V	Bosch S-H	G & D-2	D D	U P P	Own	F	Sp B	4.40	123	34x4	....	Semi	3	B	B	R	...	.....
Charter Oak, A	.....	H-Splm	6	4 x5½	.....	T	.....	....	.....	Spv	P	F	Rayfld	G	Bosch D-H	West-1	D D	U P P	Timken	F	Sp B	3.77	135	35x5	....	Semi	3	R	R	R	...	.....
Chevrolet,	550	Own	4	3 11/16x4	21.75	I	⅞	Blk H	Diag	Hel	T-S	S	Zenith-G	G	Conn S-H	Auto-2	C	U P P	Own	¾ F	Bev	3.63	102	30x3½	Detroit	¼ Cnt	3	B	R	B	...	.....
Chevrolet, D	1385	Own	8	3⅜x4	36.45	I	⅞	Blk H	Diag	Hel	P	S	Zenith-V	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	120	34x4	Demount	¼ Cnt	3	B & P	R	C & C	...	.....
Chevrolet, F	800	Own	4	3 11/16x4	21.75	I	⅞	Blk H	Diag	Hel	T-S	S	Zenith-V	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	108	32x3½	Demount	¼ Cant	3	B & P	R	C & C	...	.....
Chicago	1250	Model	6	3 x5	21.60	..	.....	Blk S	Diag	Hel	P	S	Rayfld-S	V	G & D S-H	G & D-2	D D	U P P	Timken	F	Sp B	4.25	120	32x4	Firestone	Semi	3	R	R	R	...	.....
Cole, 860	1695	North	8	3½x4½	39.22	L	⅞	4 V	Wass	Hel	P	F & S	Stmbrg-V	V	Delco S-H	Delco-2	C	U P P	Columbia	F	Sp B	4.46	127	35x4½	Goodrich	Semi	3	C & P	R	R	...	.....
Colonial, 35	995	Falls	6	3 x4½	21.60	..	.....	Blk H	Diag	Gear	T-S	F & S	Stewart-V	V	Remy S-H	Al-Ch-1	C	U P P	Lewis	F	Bev	4.41	116	32x3½	Goodyear	Cant	3	B	B	B	...	.....
Colombia D	1250	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Step	Hel	P	F & S	Stmbrg-S	V	G&D-DHA	G & D-2	D	U P P	Timken	¾ F	Sp B	4.75	115	32x4	Firestone	Cant	4	B	R	R	1	1¾
Crawford	1750	Cont	6	3½x5¼	29.40	L	⅞	Blk S	Step	Hel	P	F & S	Stmbrg	V	Bosch	West	D	U P P	Timken	¾ F	Sp B	4.50	120	34x4	Goodrich	⅜ El	3	R	R	R	1¼	16
Crow-Elkhart, 35	795	Lycmg	4	3½x5	19.60	L	⅞	Blk S	Diag	Hel	T-S	F & S	Zenith-V	G	Conn S-H	Dyneto-2	O D	R Ax	Salisbury	F	Bev	4.00	114	32x3½	Funk	¾ El	2	B	R	B	...	.....
Crowther-Duryea	650	....	4	3¾x4¼	.....	..	.....	Blk H	.....	.....	T-S	......	Schbler	G	....	Split	......	R Ax	Duryea	D	S	....	110	32x3½	....	¾ El	..	....	....	......	...	.....
Cunningham, V	3750	Own	8	3¾x5	45.00	L	.....	4 V	Diag	Hel	P	F	Stmbrg-V	V	West S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	132	37x5	Firestone	Semi	3	B & R	....	R	...	.....
Daniels, A	2800	H-Splm	8	3¼x5	33.80	L	⅞	4 V	Diag	Hel	P	F	Zenith-V	V	West S-H	West-2	D D	U P P	Timken	¾ F	Sp B	4.42	127	34x4½	Firestone	Semi	3	B & R	R	R	1¼	15x2¼
Davis, J	1495	Cont	6	3½x5¼	29.40	L	⅞	Blk S	Step	Hel	P	F & S	Stmbrg-S	V	Delco D-H	Delco-2	C	U P P	Columbia	F	Sp B	4.42	124	34x4½	Firestone	Semi	3	B	R	R	...	.....
Davis, H	1195	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Step	Hel	P	F & S	Stmbrg-S	V	Delco D-H	Delco-2	C	U P P	Columbia	¾ F	Sp B	4.58	118	34x4	Firestone	Semi	3	B	R	B	...	.....
Detroiter, 6-45	1195	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Dupx	Hel	P	F & S	Ball-S	V	Conn S-H	Auto-1	D D	U P P	Timken	S-F	Sp B	4.75	119	33x4	Kelsey	Semi	3	B & P	R	R	...	.....
Dispatch, G	1210	Wisc	4	3¾x5	22.50	L	½	Blk S	Diag	Hel	P	F†	Rayfld-V	V	Bosch S-H	U S L	CU	C U	Own	....	C U	4.12	120	33x3½	Goodyear	El	3	B	B	B	...	.....
Dixie	845	Lycmg	4	3¼x5	16.92	L	⅞	Blk S	Diag	Hel	T-S	S	Carter-F	V	Conn S-H	Dyneto-2	C	U P P	Peru	F	Sp B	4.75	112	32x3½	Stanweld	¾ El	2	B & P	B & R	B	...	.....
Dodge	785	Own	4	3⅞x4½	24.03	L	⅞	Blk S	Diag	Hel	P	F & S	Stewart-S	V	Delco S-H	N. East-1	D D	U P P	Own	F	Sp B	3.50	114	32x3½	Kelsey	¾ El**	3	B	R	R	1⅛	14x2¼
Dorris, I B-6	2475	Own	6	4 x5	38.40	..	⅞	3 H	Diag	Hel	P	F†	Stmbrg-V	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	128	36x4½	Stanweld	Plat	7	R	R	R	...	.....
Dort	695	Own	4	3¼x5	16.90	L	⅞	Blk S	Diag	Hel	T-S	S	Carter-V	G	Conn S-H	West-2	C	U P P	Weiss	¾ F	Bev	4.41	105	30x3½	Jackson	Cant	2	B	B R & P	B	...	.....
Drexel	.....	Own	4	3½x5	.....	I	⅞	....	.....	Chn	T-S	F & S	Stmbrg	V	Bosch S-H	Bijur-1	D	U P P	Timken	S-F	Sp B	4.42	118	34x4	....	Semi El	2	B	R	R	...	.....
Drexel, R-30	855	Own	4	3½x5	19.60	I	⅞	Blk H	Diag	Chn	T-S	F & S	Stmbrg-S	G	Bosch S-H	Bijur-2	C	U P P	Peru	F	Bev	4.25	112	33x4	Goodyear	¾ El	2	B	R	B	...	.....
Drummond	.....	H-Splm	8	3 x5	.....	L	⅞	....	.....	Hel	P	F	Zenith	V	West S-H	West-1	D	U P P	Columbia	F	Sp B	4.42	120	34x4	....	Cant	3	B	R	R	...	.....
Eagle-Rotary	700	Own	5	3¼x3½	21.13	L	⅞	Sing H	Maco	Mb'r	R M	S	Zenith-S	G	At K S-A	Al-Ch-1	D D	U P P	American	S-F	Bev	4.00	108	34x4	Stanweld	Cant**	..	....	....	......	...	.....

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*Cost of Chassis only.

Elcar, 2	845	Lycmg	4	3½x5	19.60	L	.....	Blk S	Diag	Hel	T-S	S	Carter-V	V	Delco S-H	Dyneto-2	D D	U P P	Salisbury	F	Sp B	4.08	115	32x3½‡‡	Stanweld	Semi	2	B & R	B & R	B	...	.....
Elgin	985	Falls	6	3 x4¼	21.60	I	⅞	Blk H	Diag	Hel	T-S	F & S	Stmbrg-S	V	Remy S-H	Wagner	D D	U P P	Salisbury	F	Sp B	4.50	116	33x4	Stanweld	Cant	3	B	B	B	...	.....
Empire, 45	960	Ttor	4	3⅞x5	24.03	T	⅞	Blk S	Diag	Hel	P	S	Stmbrg-V	V	Conn S-H	Auto-2	C	U P P	Mott	¾ F	Bev	4.00	115	33x4	Stanweld	Semi**	3	B & P	R	B	1	12x2
Empire, 70	1235	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Diag	Hel	P	F & S	Stmbrg-S	V	Conn S-H	Auto-2	D D	U P P	Hess	F	Sp B	4.42	120	34x4	Stanweld	¾ El**	3	B & P	B & R	B	1	12x2
Empirs, 60-R	.....	Cont	6	3¼x4½	25.35	T	⅞	Blk S	Diag	Hel	P	F & S	Stmbrg	V	Conn S-H	Auto-2	D D	U P P	Mott	¾ I	Bev	4.42	120	34x4	....	¾ El	3	B & P	R	B	1	12x2
Enger, '17	1295	Own	12	2¹¹⁄₁₆x3½	34.80	I	⅞	Blk H	Step	Chn	T-S	F & S†	Stmbrg-V	G	Remy S-H	West 2	D D	U P P	Hess	F	Sp B	4.75	116	32x4	Stanweld	Cant	3	B & P	B & R	B	...	.....
Erie, 33	795	GBS	4	3¾x4½	22.50	L	⅞	Blk S	Diag	Chn	T-S	F & S	Schbler	G	Dixie	Dyneto-2	D	U P P	Salisbury	¾ F	Bev	4.00	118	33x4	Firestone	¾ El	3	B	R	B	1	13x1¾
Fiat, 55	5500	Own	4	5⅛x6¾	42.03	L	.....	Blk S	Step	Hel	P	F	Zenith-V	P	Bosch D-H	West-2	O D	Sep	Own	S-F	Sp B	2.75	140	35x5	Firestone	Semi	3	B	B	B	...	.....
Ford, T	360	Own	4	3¾x4	22.50	L	½	Blk S	Diag	Spr	T-S	S	Holly	G	Own S-H	....	O D	U P P	Own	S-F	Bev	3.63	100	30x3½	Clincher	Trans.	3	P	R	B	...	.....
F. R. P. 45	6000	Own	4	6x6¾	34.38	I	Metr	Blk H	Diag	Wm	P	F & S	Long-V	P	Bosch 2-Pt	Bosch-2	C	Sep	Own	F	Bev	2.25	110	36x5‡‡	D Wheels	Semi	3	B	B	B	...	.....
F. R. P., 45	*7000	Own	4	4—x6¾	34.28	I	Metr	Blk H	Diag	Wm	P	F & S	Long-V	P	Bosch 2-Pt	Bosch-2	C	Sep	Own	F	Bev	3.00	140	36x5‡‡	D Wheels	Semi	3	B	B	B	...	.....
Franklin, 9	1950	Own	6	3¼x4	25.35	I	⅞	Sing H	Inld	Hel	A	F†	Own-V	V	At K S-A	Dyneto-1	O D	Sep	Own	S-F	Sp B	3.92	115	32x4	Goodyear	El**	7	B	B	B	...	.....
Geneva	2500	H-Splm	6	4 x5½	13.40	T	.....	3 L & R	Diag	Hel	P	F & S	Rayfld	V	Else'n S-H	West-2	D D	U P P	Timken	F	Sp B	3.76	139	34x4½‡‡	D Wheels	Semi**	3	R	R	R	...	.....
Ghent, 8-40	1050	....	8	2⅝x4	22.05	..	.....	4 L & R	Diag	Hel	T-S	F & S	....	..	G & D S H	G & D-2	D D	U P P	....	¾ F	Sp B	4.50	120	33x4	....	Semi**	3	....	....	....	...	.....
Glide, 40	1250	Ruten	6	3⅛x5	23.44	L	⅞	Blk S	Diag	Hel	P	F & S	Rayfld-S	V	West S-H	West-2	D D	U P P	American	¾ F	Sp B	4.64	119	34x4	Goodyear	¾ El**	3	B & P	B	B	...	.....
Grant, K	875	Own	6	3 x4¼	21.60	I	⅞	Blk H	Burd	Hel	T-S	S	Stmbrg-S	V	Remy S-A	Wagner-2	C	U P P	Peru	F	Bev	4.50	112	32x3½	Firestone	Cant	3	B & P	B & R	B	...	.....
Great Eagle, 17-4	3500	Wisc	4	4¾x4½	36.10	L	⅞	2 L & R	Step	Hel	P	F & S	Stmbrg-S	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	4.50	146	37x5	Firestone	Cant	3	....	....	....	...	.....
Hal, 12	2600	Widly	12	2⅞x5	39.68	I	⅞	3 H	Burd	Hel	P	F	Stmbrg-V	V	Remy D-H	West-2	D D	U P P	Timken	F	Sp B	4.46	135	34x4½	Stanweld	Semi**	3	B	R	R	...	.....
Hackett, 4	888	G-B & S	4	3¾x4¼	22.50	L	⅞	Blk S	Diag	Chn	T-S	F & S	Carter	V	G & D S-H	G & D-2	O D	U P P	Weiss	S-F	Bev	4.00	112	32x3½	Firestone	¾ El**	3	R	R	B	1	1¾x12
Harroun, A	595	Own	4	3¼x5¼	16.90	L	.....	Blk H	Diag	Hel	T-S	F & S	Stmbrg-M	V	Bosch S-H	Remy-2	O C	U P P	Own	F	Bev.	4.00	107	30x3½	Demount	Cant	3	B	B & R	R	1	12¼x1¾
Harvard, 4-20	*750	Sterl	4	3 x4¼	14.40	L	½	Blk H	Diag	Hel	T-S	S & F	Zenith-V	G	At K S-H	Wagner-2	C	U P P	Det G Di	S-F	Bev.	4.00	100	28x3	Baker	Cant	2	B & P	B & R	B	...	.....
Hatfield	800	C-B & S	4	3¾x4¼	22.50	I	⅞	Blk S	Diag	Ghn	T-S	F & S	Stmb g-S	V	Conn S-H	Disco-2	O D	U P P	Peru	F	Bev	4.23	106	31x4	Detroit	Cant	3	B	R	B	...	.....
Hatfield	950	G-B & S	4	3¾x4¼	22.50	L	⅞	Blk S	Diag	Chn	T-S	F & S	Stmbrg-S	V	Conn S-H	Dyneto- 2	O D	U P P	Peru	F	Bev	....	115	32x4	Firestone	¾ El	3	B	R	B	...	.....
Haynes, 40	2095	Own	12	2¾x5	36.30	I	⅞	6 H	Burd	Chn	P*	F	Rayfld-V	V	Delco SHA	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	121	34x4½‡‡	Firestone	Semi**	3	B	B	B	1¼	13⁹⁄₁₆
Haynes, 36	1485	Own	6	3½x5	29.40	L	⅞	Blk S	Burd	Hel	P	S	Rayfld-S	V	Remy S-H	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	121	34x4	Firestone	Semi**	3	B	B	B	1¼	13⁹⁄₁₆
Haynes, 37	1725	Own	6	3½x5	29.40	L	⅞	Blk S	Burd	Hel	P	S	Rayfld-S	V	Remy S-H	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	127	35x4½	Firestone	Semi**	3	B	B	B	1¼	13⁹⁄₁₆
Haynes, 41	2225	Own	12	2¾x5	.....	I	⅞	....	.....	Chn	P	F	Rayfld-V	V	Delco S-H	Leece-N	D D	U P P	Own	¾ F	Sp B	4.42	127	34x4½	....	Semi El	3	B	B	B	1¼	13⁹⁄₁₆
Hollier, 178	1185	Own	8	3 x4¼	28.80	I	⅞	4 V	Diag	Hel	T-S	F & S†	Stewart-V	V	At K DHA	Split-1	C	U P P	Own	F	Bev	4.50	116	34x4	Firestone	Cant	3	B	B	R	...	.....
Hollier, 186	985	Falls	6	3 x4¼	21.60	I	⅞	Blk H	Diag	Hel	T-S	S	Stewart-V	V	Remy S-A	Al-Ch-1	C	U P P	Own	F	Bev	4.50	116	32x3½	Firestone	Cant	3	B	B	R	...	.....
Howard	.....	Cont	6	3¼x4½	.....	L	.....	....	.....	Hel	P	F & S	Stewart	V	At K S-A	1	D D	U P P	Hess	F	Sp B	4.75	118	32x4	....	Semi-El	3	B	B & R	R	...	.....
Homer Laughlin, D	*1050	Own	8	2¼x3¾	16.20	L	.....	4 V	Diag	Chn	T-S	S	Ensign-V	P	At K D-A	Disco-1	F D	......	Own	D	......	....	112	30x3½‡‡	Spranger	C Cant	2	B	B	B	...	.....
Hudson-Super 6	1650	Own	6	3½x5	29.40	L	⅞	Blk S	Diag	Hel	P	S	Own-H	V	Delco SHA	Delco-2	O D	U P P	Timken	S-F	Sp B	4.46	125½	35x4½	Kelsey	Semi**	4	R & P	R	R	...	.....
Hupmobile, N-U	1340	Own	4	3¾x5½	22.50	L	⅞	Blk S	Diag	Chn	T-S	F & S	Zenith-S	G	At K SHA	West-2	O D	U P P	Own	¾ F	Sp B	4.64	134	35x4½	Firestone	Semi**	3	B & R	B	R	...	.....
Hupmobile, N & NR	1185	Own	4	3¾x5½	22.50	L	⅞	Blk S	Diag	Chn	T-S	F & S	Zenith-S	G	At K SHA	West-2	O D	U P P	Own	¾ F	Sp B	4.64	119	34x4	Firestone	Semi**	3	B & R	B	R	...	.....
Inter-State, T	850	Own	4	3½x5	19.60	L	⅞	Blk H	Diag	Hel	T-S	S	Schbler-V	G	Remy S-H	Remy-2	C	R Ax	Peru	¾ F	Bev	4.00	110	33x4	Firestone	¾ El	3	B R P	B R	B	...	.....
Jackson, 3-49	1385	Ferro	8	3 x3½	28.80	I	⅞	Blk H	Diag	Hel	T-S	F	Zenith-V	V	Auto S-A	Auto-2	D D	U P P	Salisbury	F	Sp B	4.75	118	34x4	Detroit	El	3	R	R	B & C	...	.....
Jeffery, 671	1465	Own	6	3½x4⅝	29.40	L	⅞	Blk S	Step	Chn	P	F & S	Rayfld-S	V	Delco S-H	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	125	34x4	Stanweld	¾ El	3	R	R	R	...	.....
Jeffery, 472	1095	Own	4	3¾x5½	22.50	L	⅞	Blk S	Step	Hel	P	F & S	Stmbrg-V	V	Split S-H	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	116	34x4	Stanweld	¾ El **	3	R	R	R	...	.....
Jones, B-26	1475	Lewis	6	3½x5¼	29.40	L	.....	Blk S	Diag	Hel	T-S	F & S	Stmbrg-V	V	Remy D-H	Auto-2	D D	U P P	Timken	F	Sp B	5.00	125	34x4	Firestone	Semi**	3	R	R	R	...	.....
Jordan, 17	1650	Cont	6	3½x5¼	29.40	L	⅞	Blk S	Diag	Hel	P	F & S	Stmbrg-S	V	Bosch S-H	Bijur-2	D D	U P P	Timken	S-F	Sp B	4.46	127	35x4½	Firestone	Semi**	3	B	R	R	...	.....
Kent	985	Cont	4	3¾x5	22.50	L	⅞	Blk S	Diag	Hel	T-S	S	Zenith-S	V	Bosch S-H	Bosch-2	C	U P P	Timken	F	Sp B	4.08	116	32x4	Firestone	¾ El**	3	P	R	R	...	.....
King, E	1585	Own	8	3 x5	28.80	L	½	4 V	Step	Chn	T-S	F	Ball-V	V	At K S-H	Wd L'n-2	D D	U P P	American	F	Sp B	4.64	120	34x4	Stanweld	Cant	3	R & P	....	B	1¼	14x2
Kissel, 100 pt. 6	1295	Own	6	3¼x5	25.35	L	⅞	Blk S	Burd	Hel	P	F & S	Stmbrg-S	V	Remy S-H	Own-2	C	U P P	Own	F	Sp B	4.58	117	32x4	Stanweld	¾ El**	3	B	R	R	...	.....
Kissel, 6-42	1650	Own	6	3⅝x5½	31.54	L	⅞	Blk S	Burd	Hel	P	F & S	Stmbrg-S	V	Else'n S-H	West-2	D D	U P P	Own	F	Sp B	4.00	128	34x4	Stanweld	¾ El**	3	B	R	R	...	.....
Kline, 6-38	1295	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Diag	Hel	P	F & S	Rayfld-S	V	West S-H	West-2	D D	U P P	Hess	F	Sp B	4.50	120	34x4	Firestone	¾ El**	3	B	R	B	...	.....
Lambert, 90	.....	Ruten	4	4⅛x5¼	.....	L	⅞	....	.....	Spv	....	S	Schbler	V	Remy S-H	Remy	......	......	Salisbury	S-F	......	....	115	34x3½	....	El	..	....	....	B	...	.....
Lambert, 80	.....	Cont	6	4¼x5½	.....	..	.....	....	.....	Spv	P	S	Schbler	V	Remy S-H	Remy-1	......	......	Salisbury	S-F	......	....	112	33x4	....	El	..	....	....	B	...	.....
Laurel, 35	850	G-B & S	4	3¾x4¼	22.50	L	⅞	Blk S	Diag	Chn	T-S	F & S	Schbler-V	G	Split S-H	Disco-2	O D	U P P	Peru	F	Bev	4.25	112	32x3½	Goodyear	Cant	..	B	R	B	...	.....
Lenox, O	2650	Buda	6	3¾x5½	33.50	..	.....	Blk S	Diag	Spur	P	S	Carter	V	Else'n S-H	Bijur-2	D D	U P P	Timken	F	Sp B	4.10	130	34x4½	Firestone	Semi-El	3	....	....	....	...	.....
Lexington, 6-P	2875	Cont	6	4⅛x5¼	40.84	L	⅞	3 S	Step	Hel	P	F & S	Stmbrg-V	V	At K D-H	West-2	C	U P P	Timken	F	Sp B	4.08	144	36x4½	Firestone	¾ El	3	B	R	R	...	.....
Lexington, 6-O	1185	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Diag	Hel	P	F & S	Rayfld-S	V	Conn S-H	West-2	D D	U P P	Hess	F	Sp B	4.75	116	32x4	Goodyear	¾ El**	3	B & P	B & R	B	...	.....
Liberty Six, 10-B	1195	Cont	6	3¼x4½	25.40	L	⅞	Blk S	Diag	Hel	T-S	F & S	Rayfld-S	V	Delco S-H	Delco-2	D D	U P P	Timken	S-F	Sp B	4.75	115	32x4	Firestone	Semi**	3	B	R	R	...	.....
Locomobile, M-7	5650	Own	6	4½x5½	48.60	T	⅞	2 L & R	Diag	Hel	P	F & S	Ball-V	P	Else'n D-H	West-2	D D	Sep	Own	F	Sp B	3.85	142	37x5	Firestone	¾ El	7	B	B	R	...	.....
Locomobile, R-7	4700	Own	6	4¼x5	43.35	T	⅞	2 L & R	Diag	Hel	P	F & S	Ball-V	P	Else'n D-H	West-2	D D	Sep	Own	F	Sp B	3.85	139	37x5	Firestone	¾ El	7	B	B	R	...	.....
Lozier, 84	1695	Own	4	4¼x6½	28.90	..	⅞	Blk S	Step	Chn	P	F & S†	Stewart-S	P	Bosch D-H	G & D-2	O D	U P P	Timken	F	Bev	3.91	120	36x4½	Stanweld	Plat**	3	....	....	....	...	.....
Lozier, 82	2775	Own	6	3⅞x6	36.04	..	½	3 S	Step	Chn	P	F & S†	Rayfld-V	P	Else'n S-H	G & D-2	O D	U P P	American	F	Sp B	3.27	132	36x4½	Stanweld	Plat**	3	....	....	....	...	.....
Luverne, 760	1750	Cont	6	3¾x5¼	33.75	L	⅞	3 S	Diag	Chn	P	F & S	Schbler-V	V	At K S-H	Bosch-2	D D	U P P	Hess	F	Sp B	4.00	132	35x4½‡‡	D Wheels	Semi**	4	B	B & R	R	...	.....
Macon, A	875	Sterl	4	3 x4¼	14.40	L	⅞	Blk H	Diag	Hel	T-S	S	Zenith	V	Conn	Wagner-2	D D	U P P	Timken	S-F	Sp B	4.75	114	32x3½	....	Semi ...	2	B	R	R	⅞	12x2
Madison, 4	1285	Ruten	6	3⅛x5	23.44	L	⅞	Blk S	Diag	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	120	34x4	Firestone	¾ El**	3	B	B	B	...	.....
Madison, 5	1285	Ruten	6	3⅛x5	23.44	L	⅞	Blk S	Diag	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	115	34x4	Firestone	¾ El**	3	B	B	B	...	.....
Madison, 7	1375	Ruten	6	3⅛x5	23.44	..	⅞	Blk S	Diag	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	124	34x4	Firestone	¾ El**	3	B	B	B	...	.....
Majestic, A	1650	Colonial	8	3 x5	.....	..	⅞	Blk S	.....	Chn	T-S	F	Ball-V	V	At K S-H	....	D D	U P P	Salisbury	F	Sp B	4.42	135	35x5	Firestone	Semi	3	B R	B	B	...	.....
Majestic, M	3000	H-Splm	8	3¼x5	.....	..	⅞	Blk S	.....	Hel	Gr	F	Ball	V	At K S-H	....	D D	U P P	American	¾ F	Sp B	4.30	125	32x4	Firestone	Semi	3	B & R	R	B	...	.....
Malbohm, A	795	Own	4	3⅛x4	15.63	L	⅞	Blk S	Diag	Hel	T-S	F & S	Zenith-V	G	At K S-H	Disco-1	D D	U P P	Weiss	¾ F	Bev	4.00	105	30x3½	Prudden	Semi**	3	B	R	R	...	.....
Marion-Handley, A	1275	Ruten	6	3⅛x5	23.44	L	⅞	Blk S	Diag	Hel	P	F & S	Stmbrg-S	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.42	120	32x4	Firestone	Semi**	3	B & P	B & R	B	1	⅝x2
Marion-Handley, B	1575	Cont	6	3½x5¼	29.40	L	⅞	Blk S	Diag	Hel	P	F & S	Stmbrg-S	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.07	125	35x4½	Firestone	Semi**	3	B	B & R	B	1¼	⅝x2
Marmon, 34	3100	Own	6	3¾x5⅛	33.75	I	⅞	Blk H	Burd	Hel	P*	F	Stmbrg-V	G	Bosch S-H	Bosch-2	C	To-T	Own	¾ F	Sp B	3.69	136	34x4½‡‡	D Wheels	C Trans	4	B R & P	B R	R	...	.....
Maxwell, 25	635	Own	4	3⅝x4½	21.03	L	⅞	Blk S	Diag	Hel	T-S	F & S	K D-V	G	At K D-H	Simms-1	O C	U P P	Own	¾ F	Bev	3.58	103	30x3½	Kelsey	¾ El	2	R & P	R	B	...	.....
McFarlan, 127	3500	Ttor	6	4½x6	48.60	T	⅞	Blk L&R	Diag	Hel	P	F & S	Stmbrg-V	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	3.77	137	35x5	Firestone	Semi	4	R	R	R	...	.....
Mercer, 22-73	3500	Own	4	3¾x6¾	22.50	L	⅞	Blk S	Step	Chn	P	F	Corser-V	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.87	132	34x4½	Howard	Semi**	3	B	B R	R	...	.....
Mercer, 22-73	*3400	Own	4	3¾x6¾	22.50	L	⅞	Blk S	Step	Chn	P	F	Corser-V	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.22	115	32x4‡‡	Howard	Semi**	3	B	B R	R	...	.....
Metz, 25	600	Own	4	3⅞x4	24.03	L	⅞	Blk S	.....	Spr	T-S	S	A W T-S	G	Split S-A	G & D-2	F D	......	Own	.....	......	4.00	108	32x3½	Mott	El	3	....	R	B	...	.....
Mitchell, C-42	1425	Own	6	3½x5	29.40	L	⅞	Blk S	Step	Hel	P	S	Rayfld-S	V	Conn S-H	West-2	C	T T	Own	F	Bev	4.41	127	34x4	Standwel	Cant	3	B R & P	B & R	R	...	.....
Mitchell, D-40	1150	Own	6	3¼x5	25.35	L	⅞	Blk S	Diag	Hel	P	S	Rayfld-S	V	Conn S-H	Split-2	C	T T	Own	¾ F	Sp B	4.41	120	32x4	Stanweld	Cant	3	B R & P	B & R	B	...	.....
Moline-Knight, 50	1840	Own	4	4 x6	25.60	I	⅞	Blk S	Step	Chn	T-S	F	Schbler-S	V	Conn S-H	Comb	C	Sep	Mott	¾ F	Sp B	4.00	122	35x4½	Firestone	C Trans	3	R & P	R	B	...	.....
Moline-Knight, 40C	1495	Own	4	3¾x5	22.50	I	⅞	Blk S	Step	Chn	T-S	F	Schbler-S	V	Conn S-H	Comb	C	Sep	Timken	S-F	Sp B	4.30	118	34x4	Firestone	C Trans	3	R & P	R	R	...	.....
Monitor, C	895	G-B & S	4	3¾x5¼	22.50	L	⅞	Blk S	Diag	Chn	T-S	F & S	Schbler-V	G	....D-H	Heinze-2	O D	U P P	Adams	F	Bev	4.50	110	32x3½	Goodrich	¾ El	3	B & R	R	B	...	.....
Monitor, N	1095	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Diag	Hel	P	S	Stmbrg-S	V	Heinze DH	Heinze-2	D D	U P P	Adams	F	Bev	4.50	117	33x4	Goodrich	¾ El	3	B & R	R	B	...	.....
Monroe, M-3	* 565	Sterl	4	3 x4¼	14.40	I	⅞	Blk H	Diag	Gear	T-S	F & S	Zenith-S	G	Conn S-H	Auto-2	D D	U P P	Mott	¾ F	Sp B	4.25	96	30x3	Jackson	¾ El**	2	B	R	B	...	.....
Monroe, M-4	985	Own	4	3¼x4½	16.90	I	⅞	Blk H	Diag	Gear	T-S	F	Zenith-S	V	Conn S-H	Auto-2	D D	U P P	Hess	S-F	Sp B	1.75	115	32x4	Baker	C Cant	2	B	R	R	...	.....
Moon, 6-66	1690	Cont	6	3½x5¼	29.40	L	⅞	Blk S	Step	Hel	P	F & S	Rayfld-S	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.42	124	35x4½	Firestone	Semi**	3	B & P	R	R	...	.....
Moon, 6-43	1295	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Step	Hel	P	F & S	Rayfld-S	V	Delco S-H	Delco-2	D D	U P P	Hess	¾ F	Sp B	4.60	118	33x4	Firestone	Semi**	3	B & P	B & R	B	...	.....
Moore, 30	550	G-B & S	4	3¾x4½	22.50	L	⅞	Blk S	Diag	Thn	T-S	F & S	Schbler-S	V	Split S-H	Disc-2	O D	U P P	Peru	F	Sp B	4.00	106	30x3½	Detroit	Cant	3	B	B & P	B	...	.....
Murray, 70-T	2500	H-Splm	8	3¼x5	33.80	L	⅞	4 V	Diag	Hel	P	F	Zenith	V	Split D-H	West	D D	U P P	Timken	F	Sp B	4.46	128	34x4½	Firestone	¾ El	3	R	R	R	...	.....
Napoleon, 30	795	Lycmg	4	3½x5	19.60	L	.....	Blk S	Diag	Hel	T-S	F & S	Carter-V	V	Conn D-H	Dyneto-2	D D	U P P	Mott	S-F	Bev	4.00	112	31x4	Prudden	Cant	2	B	B & R	B	...	.....
National, 12	2150	Own	12	2⅞x4¾	39.60	L	⅞	6-Oside	Diag	Hel	P	F	Rayfld-V	V	Delco S-H	Bijur-2	C	U P P	Columbia	F	Sp B	4.58	281	34x4½	Firestone	Cant	3	B	R	R	...	.....
National, 6	1750	Own	6	3½x5¼	29.40	L	⅞	Blk S	Diag	Hel	P	F & S	Rayfld-S	V	Split S-H	West-2	C	U P P	Columbia	F	Sp B	4.85	128	34x4½	Firestone	Cant	3	B	R	B	...	.....
Nelson	1700	Own	4	3⅛x4¾	15.60	I	⅞	Blk H	Own	Bev	T-S	F & S	Zenith	V	Bosch S-H	U-S-L-1	O D	R. Ax	Own	F	Sp B	4.25	104	32x4	Kelsey	Semi	2	B & R	B & R	B	...	.....
Oakland, 34	875	North	6	2¹³⁄₁₆x4¾	19.04	I	⅞	Blk H	Diag	Hel	P	S	Marvel-V	V	Delco S-H	Delco-2	C	U P P	Mott	F	Bev	4.50	112	32x4	Baker	Semi**	3	B R & P	R	R	...	.....
Oakland, 50	1585	North	8	3½x4½	39.30	L	⅞	4 V	Diag	Hel	P	F & S	Stmbrg-V	V	Delco S-H	Delco-2	C	U P P	Mott	F	Sp B	4.08	127	34x4½	Baker	¾ El**	3	B R & P	R	B	...	.....
Ogren, 6-50	.....	Cont	6	3¾x5¼	33.75	L	⅞	....	Diag	.....	P	F	Rayfld	V	Bosch	West-1	D D	U P P	Timken	F	Bev	3.75	132	34x4½	Stanweld	Semi	..	R	....	R	1½	18
Oldsmobile, 45	1295	Own	8	2⅞x4¾	26.55	L	⅞	4 V	Diag	Hel	P	F	Johnsn-V	V	Delco S-A	Delco-2	C	U P P	Mott	F	Sp B	4.91	120	33x4	Baker	¾ El**	2	B & R	B & R	R	...	12x2
Overland, 85	850	Own	4	4⅛x4½	27.23	L	½	Blk S	Diag	Hel	T-S	F & S	Tiltson-S	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Bev	4.00	112	32x4	Stanweld	Cant	5	B & R	B & R	R	...	.....
Overland, 85	985	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Step	Hel	P	F & S	Tiltson-S	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Sp B	4.60	116	32x4	Stanweld	Cant	3	B & R	B & R	R	...	.....
Overland, 90	665	Own	4	3⅜x5	18.23	L	.....	....	.....	Hel	T-S	S	Tiltson	V	Conn	Auto-1	C	R Ax	Own	¾ F	Bev	3.75	104	31x4	Stanweld	Cant	2	B & R	B & R	R	...	.....

NAME AND MODEL	Price Touring Car	MOTOR Make of Engine	MOTOR Number Cylinders	MOTOR Bore and Stroke in Inches	MOTOR Rated H. P.	Shape of Cylinder	Size of Spark Plug	CYLINDERS Cast Location of Valve	CYLINDERS Make or Type Piston Rings	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	CARBURETOR Make and Type	CARBURETOR Fed by	IGNITION SYSTEM Make Type	Make of Starting-Lighting System	TRANSMISSION Clutch Type	TRANSMISSION Gearset Location	REAR AXLE Make	REAR AXLE Type	REAR AXLE Type of Gears Used	REAR AXLE Gear Ratio	RUNNING GEARS Wheelbase in Inches	RUNNING GEARS Tires	RUNNING GEARS Make of Rims	RUNNING GEARS Type of Rear Springs	BEARINGS No. Crankshaft Bgs.	BEARINGS Gearset	BEARINGS Rear Axle	BEARINGS Front Wheel	Size of Carburetor	Size of Brake Banding
Owen-Magnetic, O-36	3950	Cont	6	3¾x5½	33.75	L	.....	Blk S	Diag	Hel	P	F & S	Zenith-V	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	American	F	Sp B	3.50	136	35x5‡‡	D Wheels	Semi	4	....	R	......	...	.....
Owen Magnetic, M-25	3300	Cont	6	3½x5¼	29.40	L	.....	Blk S	Diag	Hel	P	F & S	Zenith-V	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	Timken	¾ F	Sp B	4.08	125	34x4½	Stanweld	Semi**	3	....	R	......	...	.....
Packard, 2-25	3050	Own	12	3 x5	43.20	L	⅞	6 V	Burd	Chn	P	F	Own-V	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	126	35x5	Contin'al	Plat	3	B & R	B	R	...	.....
Packard, 2-35	3500	Own	12	3 x5	43.20	L	⅞	6 V	Burd	Chn	P*	F	Own-V	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	135	35x5	Contin'al	Plat	3	B & R	B	R	...	.....
Paige-Linwood	1175	Ruten	6	3⅛x5	23.44	L	⅞	Blk S	Diag	Hel	P*	F & S	Rayfld-S	G	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.83	117	32x4	Firestone	Cant	3	B & R	B & R	B	...	.....
Paige, Stratford	1495	Cont	6	3½x5¼	29.40	L	⅞	Blk S	Diag	Hel	P	F & S	Rayfld-S	V	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.50	127	35x4½	Kelsey	Cant	3	B & R	B & R	R	...	.....
Partin-Palmer, 32	745	Lycmg	4	3½x5	19.60	L	⅞	Blk S	Diag	Hel	T-S	F & S	Carter-V	V	Conn S-H	Disco-2	D D	U P P	Peru	F	Bev	4.00	110	32x3½	Perlman	¾ El**	2	B	R	B	1	12x2
Partin-Palmer, 20	495	LeRoy	4	3⅛x4½	15.63	L	⅞	Blk S	Diag	Hel	T-S	F & S	Schbler-V	G	Conn S-H	Al-Ch-1	D D	R Ax	Durston	F	Bev	4.00	96	30x3½	Perlman	¾ El	2	B	B	B	1	10x1¾
Paterson, 6-45	1165	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Diag	Hel	P	F & S	Stmbrg-S	V	Delco-D-H	Delco-2	C	U P P	Hess	F	Sp B	4.50	117	32x4	Detroit	¾ El**	3	B	R	B	...	.....
Pathfinder, 3-A & 3-C	3250	Widly	12	3⅞x5	39.63	I	⅞	3-H	Burd	Hel	P	F	Stmbrg	G	Delco S-A	Delco-1	D D	U P P	American	F	Sp B	4.33	135	35x5	Stanweld	Semi	3	R	R	R	1½	16x1¾
Peerless, 56-2	1980	Own	8	3¼x5	33.80	L	⅞	4 V	Diag	Hel	P	F	Ball-V	V	At K S-H	G & D-2	D D	U P P	Timken	S-F	Sp B	4.46	125	35x4½	Firestone	Plat**	3	B & R	R	R	...	.....
Pennsy, R.	855	Lycmg	4	3½x5	19.60	..	.....	Blk S	Diag	Hel	T-S	F & S	Zenith-V	V	Conn S-H	Dyneto-2	D D	U P P	Weiss	S-F	Bev	4.00	114	32x4	Goodyear	Semi	2	....	....	......	...	.....
Phianna, M.	.....	Own	4	3 Kx6	.....	L	.....	....	.....	Chn	P	F	H & N	V	Bosch S-H	Wd-Leon	D	Sep	....	F	Sp B	4.00	......	32x4½	....	Cant	3	B	R	B & R	...	.....
Pierce-Arrow, 38	4800	Own	6	4 x5½	38.40	T	⅞	2 L & R	Own	Hel	P	F	Own-V	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	134	36x4½	Goodrich	¾ El	7	B & R	B & R	R	...	.....
Pierce-Arrow, 48	5500	Own	6	4½x5½	48.60	T	⅞	2 L & R	Own	Hel	P	F	Own-V	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	142	37x5	Goodrich	¾ El	7	B & R	B & R	R	...	.....
Pierce-Arrow, 66	6500	Own	6	5 x7	60.00	T	⅞	2 L & R	Own	Hel	P	F	Own-V	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	147½	38x5½	Goodrich	¾ El	7	B & R	B & R	R	...	.....
Pilot, 6-45	1200	Teetor	6	3⅛x5	23.44	L	⅞	Blk S	Diag	Hel	P	F & S	Tillotson	V	Delco S-H	Delco-2	D D	U P P	Hess	F	Sp B	4.25	119	32x4	Stanweld	Cant	3	B	B & R	R	1	14
Pilliod	1485	Own	4	4⅛x5	.....	..	⅞	Blk S	Burd	Chn	F	S-F	Johnson	V	Auto	Auto-2	D	U P P	Hess	F	Sp B	....	121	34x4	Firestone	Cant	..	B & R	B	R	1½	.....
Premier, 6-B	1895	Own	6	3⅝x5½	27.34	I	⅞	Blk H	Wass	Hel	P	F & S†	Johnsn-V	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.46	125½	35x4½	Firestone	Semi**	3	B & P	R	R	...	.....
Princess, F.	775	G-B & S	4	3¾x4⅛	22.50	L	.....	Blk S	Diag	Chn	T-S	F & S	Schbler-S	V	Split S-H	Disco-2	O D	U P P	Own	F	Sp B	4.25	108	32x3½	Baker	¾ El**	3	B & R	B & R	B	...	.....
Pullman, 4-24	825	G-B & S	4	3¾x4¼	36.90	L	⅞	Blk S	Diag	Chn	T-S	S	Stmbrg-S	V	SevisonS-H	Split-2	O D	U P P	Grnt-Lees	F	Bev	4.50	114	31x4	Firestone	Cant	3	B	R	R	...	.....
Regal, 4-32	745	Own	4	3½x4¾	19.60	L	½	Blk S	Diag	Hel	T-S	S	Carter-V	V	At K S-H	Auto-2	C	U P P	Peru	F	Bev	4.25	115	30x3½	Firestone	Cant	3	B	R	B	...	.....
Regal, 8	1200	Huron	8	3 x4½	28.80	L	½	4 V	Diag	Hel	T-S	F & S	Johnsn-V	V	At K S-H	Dyneto-1	C	R Ax	Peru	¾ F	Bev	4.00	112	33x4	Stanweld	Cant	2	R	R	B	...	.....
Reo, R & S.	875	Own	4	4⅛x4½	27.23	L	½	2 S	Step	Hel	P	S	Johnsn-V	G	Remy S-H	Remy-2	D D	Sep	Own	S-F	Bev	4.00	115	34x4	Firestone	¾ El	3	R	R	R	1	14x2
Reo, M & N.	1250	Own	6	3⅝x5⅛	30.50	L	½	3 S	Step	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	Sep	Own	F	Sp B	4.30	126	34x4½	Stanweld	Cant	3	R	R	R	1½	14x2¼
Richmond, 6-17	.....	Own	6	3½x5	.....	L	⅞	3 S & H	.....	Hel	P	F & S	Stmbrg	V	Delco S-H	Delco-1	C	U P P	Own	¾ F	Sp B	4.25	124	35x4½	....	Semi	3	B	B	R	...	.....
Roamer	1850	Ruten	6	3⅛x5	23.44	L	.....	Blk S	Diag	Hel	P	F & S	Stmbrg-S	V	Bosch D-H	Bijur-2	D D	U P P	Hess	¾ F	Sp B	4.42	126	34x4‡‡	D Wheels	¾ El**	3	B	B	B	...	.....
Ross, C.	1550	H-Splm	8	3¼x5	33.80	L	⅞	Blk V	Diag	Gear	P	F	Zenith-V	V	At K S H A	Wd Leon 2	D D	U P P	American	F	Sp B	4.64	130	35x4½	Jackson	Semi	3	B	B	B	...	.....
Saxon, Six	865	Cont	6	2⅞x4½	19.84	L	⅞	Blk S	Burd	Hel	T-S	F & S	Stmbrg	G	Remy S-H	Wagner-2	D D	R Ax	Timken	S-F	Sp B	4.75	112	32x3½	Stanweld	Cant	3	R & P	R	R	...	.....
Saxon, Four	* 495	Cont	4	2¾x4	12.10	L	⅞	Blk S	Burd	Hel	T-S	F & S	Reh'bch-S	G	At K S-A	Wagner-2	D D	R Ax	Timken	S-F	Bev	5.00	96	30x3	Prudden	Cant	2	R & P	B & R	B	...	.....
Scripps-Booth, D.	1175	Ferro	8	2⅝x3¾	22.05	I	⅞	Blk V	Diag	Hel	T-S	F	Zenith-V	V	Remy S-A	Wagner-2	D D	U P P	Russell	¾ F	Sp B	4.80	120	32x4‡‡	D Wheels	Cant	2	B & P	B & R	B	...	.....
Simplex-Crane	*6000	Own	6	4⅜x6¼	45.94	L	⅞	3 S	Diag	Chn	P	F	Newcb-V	P	Bosch D-H	Bosch-2	D	U P P	Own	F	Sp B	Opt	43½	37x5	....	Semi**	3	B	B	R	...	.....
Singer, 17	3800	H-Splm	6	4 x5½	38.40	T	⅞	3 L & R	Diag	Gear	P	F	Rayfld-V	V	Bosch S-H	West-1	D D	U P P	Timken	F	Sp B	3.70	136	35x5‡‡	D Wheels	Cant**	3	B	R	R	...	.....
Standard, F.	1900	H-Splm	8	3¼x5	33.80	L	⅞	4 V	Diag	Hel	P	F	Zenith-V	V	Split S-H	Split-2	D D	U P P	Timken	S-F	Sp B	4.46	127	35x4½	Firestone	Semi**	3	B & R	B R & P	R	...	.....
Standard, E.	*1850	H-Splm	8	3 x5	28.80	L	⅞	4 V	Diag	Hel	P	F	Zenith-V	V	West S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.46	121	35x4½	Firestone	Semi**	3	B & R	B R & P	R	...	.....
Stearns-Knight, 8	2250	Own	8	3¼x5	33.80	I	⅞	4 S	Step	Chn	T-S	F & S†	Rayfld-V	V	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.75	121	35x4½	Goodrich	Cant	3	B & R	B & R	R	...	.....
Stearns-Knight, 4	1495	Own	4	3¾x5⅝	22.50	I	⅞	Blk S	Step	Chn	P	F & S†	Schbler-V	G	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.50	119	34x4	Goodrich	Cant	3	B & R	B & R	R	...	.....
Stephens, 60	1150	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Dup	Hel	P	F & S	Zenith-V	V	Conn S-H	Auto-2	D D	U P P	Hess	F	Bev	4.75	115	32x4	Goodyear	Semi**	3	B	R	B	...	.....
S-S-E, A-f.	7000	Own	6	3 16/29	30.24	..	.....	Blk H	.....	Chn	P	F & S	Zenith	P	Delco D	Delco-2	D D	R Ax	Own	S-F	Sp B	3.40	122	33x4½‡‡	D Wheels	Cant	7	....	....	......	...	.....
Studebaker, 6-50	1180	Own	6	3⅞x5	36.04	L	½	Blk S	Diag	Hel	P	S	Schbler-R	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	3.70	122	34x4½	Kelsey	¾ El	4	R	R	R	...	.....
Studebaker, 4-40	940	Own	4	3⅞x5	24.03	L	½	Blk S	Diag	Hel	P	S	Schbler-R	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	4.00	112	34x4	Kelsey	¾ El	3	R	R	R	...	.....
Stutz, R.	2550	Wisc	4	4¾x5½	36.10	I	⅞	2 L & R	.....	Hel	P	F	Zenith	V	Remy S-H	Remy-1	D D	U P P	....	S-F	Sp B	4.45	120	32x4	....	El	3	B	R	R	...	.....
Stutz, 16-valve	*2550	Own	4	4⅜x6	30.63	2	⅞	Blk L & R	.....	Hel	P	S	Stmbrg-V	V	Bosch S-H	Remy-2	C	R Ax	Own	¾ F	Bev	3.66	120	34x4½‡‡	....	Semi	3	....	....	......	...	.....
Sun, 17	1095	Own	6	3½x5	23.44	L	⅞	Blk S	Burd	Hel	P	F & S	Rayfld	V	Remy D-H	Remy-2	D D	U P P	Own	S-F	Sp B	4.58	116	34x4	Firestone	Semi	3	B	B & R	B	1¼	.....
Templar, 4-45	.....	Own	4	3⅜x5½	.....	I	.....	....	.....	Chn	P	F & S	Rayfld-S	V	Remy S-H	Remy-2	D D	U P P	Hess	F	Sp B	4.75	116	34x4	Firestone	Semi**	3	B	B & R	B	...	.....
Templar, 6-45	.....	Own	6	3 x5	.....	I	.....	....	.....	Chn	P	F	Zenith	V	Remy S-H	Remy-1	D D	U P P	....	S-F	Sp B	4.45	120	32x4	....	El	3	B	R	R	...	.....
Velie, 28	1185	Cont	6	3¼x4½	25.35	L	⅞	Blk S	Diag	Hel	P	F & S	Stmbrg-S	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.33	115	32x4	Goodrich	¾ El	3	B & P	R	R	...	.....
Velie, 27	1650	Cont	6	3½x5¼	29.40	L	⅞	Blk S	Diag	Hel	P	F & S	Stmbrg-S	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.08	124	35x4½	Goodrich	¾ El**	3	B & R	R	R	...	.....
Westcott, 17	1590	Cont	6	3½x5¼	29.40	L	⅞	Blk S	Diag	Gear	P	F & S	Rayfld-S	V	Delco	Delco-2	D D	U P P	Timken	¾ F	Sp B	4.46	124	35x4½	Firestone	Cant	3	B & R	R	R	...	.....
White, 16-valve	4600	Own	4	4¼x5¾	28.90	T	⅞	Blk S-H	.....	Hel	P	F	Own-V	V	....	LeeceN-2	O D	U P P	Own	S-F	Sp B	....	137½	37x5	Firestone	Semi	3	B	B	B	...	.....
Willys-Knight, 88-8	4600	Own	4	3⅝x4	.....	I	⅞	....	.....	Chn	T-S	F	Zenith	V	S H-A	Auto-1	C	......	Own	F-F	Sp B	4.60	125	34x4½	....	Cant	2	B & R	R	R	...	.....
Willys-Knight, 88	1285	Own	4	4⅛x4½	27.23	I	⅞	Blk S	.....	Hel	T-S	F & S	Tiltson-S	V	Conn S	Auto-2	C	R Ax	Own	F	Sp B	4.30	121	34x4½	Stanweld	Cant	3	B & R	R	R	...	.....
Willys, Six	1385	Cont	6	3½x5¼	29.40	4	⅞	Blk S	Diag	Hel	P	F & S	Tiltson-S	V	ConnS	Auto-2	C	R Ax	Own	F	Sp B	4.00	125	35x4½	Stanweld	Cant	3	B & R	R	R	...	.....
Winton, 33	2685	Own	6	3¾x5¼	33.75	L	⅞	2 S	Step	Chn	P	F	Rayfld-V	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	128	36x4½	Firestone	¾ El	4	B & R	R	R	...	.....
Winton, 48	3500	Own	6	4½x5½	48.60	L	⅞	2-S	Step	Chn	P	F	Rayfld-V	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	138	37x5	Firestone	¾ El	4	B & R	R	R	...	.....
Woods, Magnetic	2650	LeRoi	4	2½x3½	10.00	L	.....	Blk V	Diag	Hel	T-S	F & S	Zephr-V	V	At K S-H	Own	Mag	......	Own	S-F	.....	7.25	105	34x4	Stanweld	¾ El	2	B	B	R	...	.....
Yale, K.	1550	Masnk	8	3½x4½	31.25	..	⅞	Blk V	Diag	Chn	T-S	S	Zenith	G	Remy S-H	Disco	O D	U P P	Timken	S-F	Sp B	4.11	126	34x4††	Stanweld	¾ El	2	....	B	R	...	.....

STEAM CARS

NAME AND MODEL	Price Touring Car	Make of Engine	Number Cylinders	Bore and Stroke in Inches	Rated H. P.	Shape of Cylinder	Size of Spark Plug	Cast Location of Valve	Make or Type Piston Rings	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Make and Type	Fed by	Make Type	Make of Starting-Lighting System	Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel	Size of Carburetor	Size of Brake Banding
Doble, C.	.....	Own	2	5 x4	.....	..	.....	....	.....	.....	Ste	am Po	wer plant	..	....	Delco-2	None	None	American	¾F	Spur	....	128	33x5	D Wheels	Semi	..	....	....	......	...	.....
Lutz	.....	.....	4	3 x4¼	.....	..	⅞	Blk H	.....	.....	T-S	......	Zenith	V	....	Wagner-2	D	U P P	....	S-F	Sp B	....	114	32x3½	....	S-E	..	....	....	......	...	.....
Stanley, 728	2200	Own	2	4 x5	.....	..	.....	....	.....	.....	Ste	am po	wer plant	..	....	....	None	None	Own	....	Spur	....	130	34x4½	....	El	..	....	....	......	...	.....

How to Sell Motor Cars

By A. D. DAVIS

In this series of articles Mr. Davis will take up not only the question of actually selling but also the developing a sales organization, including Direct Mail Campaign, Local Advertising, Selling Talks and Financing Sales.—ED. NOTE.

If it were possible for anyone to write on this subject an article which would always be positive in its action, he could easily sell it for more money per word than was popularly accredited to Theodore Roosevelt at the time he was leaving the presidency; or than Irvin Cobb received for writing "Tummies" for the Saturday Evening Post.

In presenting this matter to you, we will give, from time to time, the views of those who have been most successful in the sale of motor cars to the public. It is our aim to take up in this series not only the question of the actual selling of the car, (which, of necessity, must be more or less personal), but that of local advertising, and other methods which have proven successful in the development of prospective customers, from a dealer's standpoint.

Many writers on this subject have made the great mistake of assuming, that because they have studied the subject thoroughly, their readers are equally familiar with the fundamentals of selling; therefore they ignore these details as too unimportant to be mentioned when, as a matter of fact, many of their readers need just those fundamentals.

Last year, over 25,000 new concerns were started in the United States for the sale of automobiles and automobile supplies. Many of these concerns were started by men from other lines of business, who had absolutely no selling experience. Some came from offices; some were skillful mechanics; some had been in the selling end of lines so foreign to the automobile business that nothing in their previous experience was of the least value to them.

Over 16,000 concerns which were in the business of selling automobiles and automobile supplies, went out of business last year. There are probably many reasons why so many concerns failed to make good, not the least of which was the lack of knowledge of how to sell their respective products.

In this article, therefore, we shall start at the beginning and take our readers through the various stages of developing an automobile selling organization. This will mean, necessarily, that the article will be published serially, but we shall try to make each installment a story in itself, and the entire series should be of vital interest to every man in the selling end of the automobile industry.

We will start with the assumption that the dealer has a place of business, the agency for a car and is looking for customers.

The first essential in the development of prospective customers is a mailing list. This may be compiled in two ways: First, by advertising in your local paper and using your inquiries as the basis of your list. This is necessarily a small list and limits your possibilities to a very few people. The other way is to go out and build a list of people who would be most likely to want your goods. It is impossible to say which is the better method; the latter way is less expensive, probably the best solution is a combination of both.

HOW TO BUILD A MAILING LIST

The first thing to bear in mind is that the purchaser of a motor car must have money or the ability to get it. It is impossible for you to get every one in your neighborhood who will fill this specification, but you can get a pretty general line, and your newspaper advertising will bring in more. In most communities there are specific ways to get the names of people of means, but there are a few methods of accomplishing this that apply everywhere. You can get the names of officers and directors of local banks, owners or your principal stores; a tax list of people who own property in the best sections of your town; members of the local town and country clubs, and a list of people who already own motor cars.

Do not, under any consideration, omit the last class from your list. They are always your best possible prospects and have already put their stamp of approval on your business. Styles in automobiles change as they do in clothes and men have just as many fancies. Many a Ford has been sold to a Packard or Pierce-Arrow owner, and many a customer of a high-priced car has been developed from a man who first owned a Ford. The names of the owners of motor cars in your town can be procured from the office of the Secretary of State at the capitol of your state. In a number of states, however, it is necessary to send some one to copy such data from the records; if this is not convenient, there are companies who compile and sell this information. If you are not familiar with any of these companies, and will communicate with MOTOR RECORD, we shall be glad to give you the names of some concerns that make a specialty of this work.

This will give you a fairly representative list with which to start, which you can change as the information reaches you.

The best way to arrange your list is on cards, having a separate card for each prospect, and large enough so you can make notations regarding the principal thing in which the prospect is interested. The list should be divided into three classes, and a different colored card should be used for each class, so that you may be able to determine at a glance, the class to which the prospect belongs.

The first and most important class includes those people who have answered your advertisement or replied to your letters. As soon as a man gets in this class he needs strenuous, personal following-up in the way of personal interviews and demonstrations. It is a question, when a prospect is in this class, whether you can be too insistent, but that must be determined largely by the salesman in charge of the case. There is an excellent point, however, to bear in mind; when you leave your man, if possible, make an engagement for some future date. Through this method you always keep a string on your prospect, and do not allow him to get cold on the subject of the sale. Many a salesman has had to do his work all over again by allowing too long a time to elapse between calls on his prospect. While you have his attention, keep it; once it is lost or side-tracked it takes double the effort to get it back to the same point.

The second class, and next in importance, are those people who already have cars. They are always open to a proposition of exchange; the purchase of a smaller or larger car, as the case may be. Even the color of a car will often influence them to dispose of an old car and purchase a new one, and they are constant buyers of supplies and sundries.

You will find the fact that the classes appear on different colored cards is a great convenience in sending out printed matter. Both of these classes should receive every catalog, circular and advertising letter you send out.

The third and last class are the people who have the money to buy an automobile, if the desire were created. From this class you will develop the prospects of the future.

What has been outlined, is the first step towards building an effective selling organization. It is now necessary for you to get out some printed matter or letters to properly work this list. If intelligently and regularly worked, it will bring greater returns than you ever dreamed possible. There is nothing so convincing to your customer as a direct appeal for his business. A letter at his breakfast table, asking him to buy your particular car, will, in nine cases out of ten, be passed over to his wife after he has read it, and thence to his son or daughter or both, and without much trouble on your part, you have enlisted the services of at least one member of the family to boost your product. We can safely assume that in almost every case, the family, with the exception of father, has been sold on the automobile question and the only reason he has not, is on account of the expense. Therefore, it only remains for you to sell them your particular machine, and they will sell it to father, or at least be a very material help to you.

You must, however, keep up a regular and consistent campaign. If you find it necessary to curtail your list on account of the expense involved in covering it frequently, do so. It is better to circularize ten people ten times, than to circularize 500 people once. There is just about as much sense in sending out a single circular and quitting, as in sending out a salesman to call on the people along a certain avenue, and because he does not close any orders that time (although a number of people ask him to come back), to tell him that he must never go down that avenue again.

If it were possible to get the facts, you would find that no matter what you said in your letter or circular, it would interest some of the people who received it. That is the germ which, if properly nourished, keeps growing until it lands a good customer in your showroom.

In the next issue of MOTOR RECORD, we will take up the type of letters, and subjects to be treated, together with copies of letters and circulars that have proven effective.

Farmers Now Buying Higher Priced Cars

Reports from dealers gathered from all over the country show that during the past year a large percentage of buyers of cars ranging between $1,500 and $3,000 were farmers. Until last year manufacturers of low priced cars had considered that the farmer was their exclusive customer and did not think any amount of exploitation could introduce a car costing more than $1,000.

J. H. Shaniel, former manager of the Wolverine Automobile Club, now a resident of the Pacific coast, has been appointed director of sales of the motor car dealers' service bureau of California.

Co-Operation of Sales & Credit Departments

No doubt there have been thousands of dollars lost to concerns in the supply and accessory business due to lack of co-operation between the salesmen, sales manager, and the credit man. Fortunately the credit man is becoming more and more human, and is using modern methods rather than the staid old rules set down in years gone by. The credit man heretofore was nothing short of a clerk, who had directories and mercantile agency books at his elbow, and whose sole occupation was to look up the man about whom he was thinking of giving credit. If the mercantile agency rated the concern well he was allowed credit; if he were not rated, credit was withheld. This was a matter of shortsightedness on the part of the general management, in not being willing to spend a little money on the department that could cause losses from turned down business, and poorly handled accounts.

Salesmen are constantly calling on new accounts, and the salesmanager in his capacity can only see the prospects of new business in each of these new accounts. When orders are received the credit man has his chance and in many concerns his word is law. He looks up in his humdrum way the various reports he has on the new concern and either accepts or turns down the order according to those reports.

In the concerns whose policies are progressive one will find bright, brainy men who have had selling experience, who are students of economy, systems, finance and legislation and who consult daily not only with the salesmanager but with the salesmen themselves.

They have come to realize that there are many lines of business that the mercantile agency is unable to rate correctly. For instance, in getting a rating the agency takes into consideration the cost of the building, the office furniture, stock of materials on hand, etc., yet the very concern whose tangible assets are only a few thousand dollars may have contracts worth many times the value of their stock and office furniture. These contracts the rating company do not recognize. The salesman calling on the trade and rubbing elbows with it, understands this condition and his views should surely be taken into consideration, when credit is to be given or withheld.

The greater part of a salesman's work is his ability to gauge men, to study human nature. He must be first a student of human nature before he can possibly become a salesman. The credit manager is today cognizant of this fact and is coming closer and closer to the sales department. The proof of this is that concerns in this modern day are losing a much smaller percentage of business due to poor accounts than was the case five, ten or twenty years ago.

The credit manager has at last arrived. He is human, he is not a clerk, but a man of discernment whose sole duty is to further business and not hinder it. He is coming into his own because of his co-operation with other departments. He no longer is the enemy of salesmen, salesmanagers and customers themselves.

C. R. Wilson Body Co., Detroit, has secured the plant of the Hargreaves Mfg. Co., and will use the 80,000 sq. ft. of floor space it contains for making closed bodies of every type.

TRADE GOSSIP

O. E. Stoll, who has been in Philadelphia for three years as manager of the branch of the General Motors Truck Company, has been appointed sales manager of the parent company at Pontiac. Mr. Stoll was for many years connected with the former Rapid Motor Vehicle Company, which was purchased by the General Motors Company. W. K. Chilkoot, former sales manager, resigned his connection with the truck company, to enter business for himself and Mr. Stoll was called in from Philadelphia and rewarded for his long and successful service with the company.

Tom Jones, export and advertising manager of the Empire Automobile Co. of Indianapolis has resigned. He will sail for London to become affiliated with a large export house. Mr. Jones was formerly connected with the Marion and R-C-H companies.

William N. Thompson, sales manager of the Stutz Motor Car Co., has been made treasurer and general manager of the company, succeeding the late Henry F. Campbell. His place is taken by Thomas Marshall, formerly with the Stutz company and more recently with Willys-Overland, Inc.

W. B. Cochrane has joined the forces of the General Motors Truck Co. of Pontiac, and will be in charge of Pacific coast business.

F. George Walker, former branch manager of the Raybestos company, has tendered his resignation and is now president of the Walker Joint Company, manufacturers of Walker universal joints, with offices at 1613 Dime Bank Building, Detroit. Harold F. Allen is treasurer. The company are sole owners of the patents and are the exclusive selling agents for the Walker joint.

B. F. Durham, who has been connected with the Maxwel Motor Co., has resigned his position to join the Stevens motor branch of the Moline Plow Co., as assistant sales manager.

F. A. Seiberling, president of the Goodyear Tire & Rubber Co., Akron, Ohio, has donated $105,000 for a gymnasium to the Heidelberg university at Tiffin, Ohio. Mr. Seiberling was at one time a student at the university.

Harry Tuttle, connected with the Neumann-Lanc Company, has enlisted for the aero corps of the United States army. Mr. Tuttle has long been interested in aviation and has been very prominent in motoring, having had charge of the contest work of the Stoddard-Dayton Company and of stunt work for other companies.

H. W. Avery, Jr., of Detroit, has been appointed carriage sales manager of the Citizens Motor Car Company, of Cincinnati, Ohio, Packard dealers in that city. His experience in the manufacturing, engineering and sales end of the business with the Packard Motor Car Company particularly fit him for the position.

Jerry W. DeCou, well know as a production manager for the Thomas B. Jeffery company, later the Nash Motors Corporation, has joined the Smith Motor Truck Corporation as production manager.

Charles E. Reiss & Company, of 1741 Broadway, New York, has contracted for Harroun cars for distribution in New York, and the metropolitan district, this contract covering five years, and five per cent of the Harroun output for that time.

Ben G. Appleby was recently elected president of the Erd Motor Company of Saginaw. J. G. Erd was elected vice presiednt; H. S. Erd, secretary, and A. W. Seeley, treasurer and mangaer. The directors are O. L. Dittmar, C. F. Beach, W. J. Passolti, R. Knapp and the officers named. The company is in a prosperous condition, with a force of about 70 men, which will be increased to 150 in the spring.

Walter H. Lumpkin, for some time a member of the selling force of the Silvex Co., Bethlehem, Pa., has been appointed advertising manager. The company is to add a number of new accessories and parts to its line, including a pneumatic shock absorber, and a low priced one-point spark plug.

O. O. Dice has joined the Cuyler Lee Organization of San Francisco as sales manager of the Maxwell branch of their business.

The Amazon Rubber Co., Akron, has appointed Mr. F. Y. Horn, a well known tire man, as district manager. Mr. Horn will have headquarters in Chicago, and will co-operate with the trade in the middle western states.

J. E. Forgy has been appointed purchasing agent for the Locomobile Co. of America, Bridgeport, Conn. He has been with the company since last June, and succeeds C. C. Ostrom, who has joined the Parish Mfg. Co., Detroit.

Announcement has been made by T. P. Meyers, sales manager of the General Engineering Company, of the appointment of the E. C. Thompson Company of Minneapolis to handle the Doble steam car for Minnesota, the western half of Wisconsin, North and South Dakota and all Montana east of the Rocky mountains. Mr. Thompson will devote his entire time to the Doble and is now traveling.

Allan Loomis, who was research engineer of the Packard Motor Car Company for 10 years, is now connected with the engineering force of the General Engineering Company, manufacturers of Doble steam cars in a like capacity. Mr. Loomis was professor of mechanics at the University of Michigan prior to joining the Packard company, and is a man well versed in steam as a motive power.

David W. "Dave" Henry, an old-times of the early days of the business in New York, is floating a $1,000,000 company to manufacture a four-wheel drive truck, in Chicago. Mr. Henry has been located in Minneapolis for some time.

W. F. Melhuish, Jr., president and general manager of the Fulton Motor Truck Company, of Farmingdale, Long Island, announce an addition to the already large plant of 40,000 square feet of floor space. The company had a schedule for 1917 of 1,000 chassis but the orders taken at New York and at Chicago, at hotel displays made during the national shows, forced the adoption of plans to double the output and the factory was placed on a three-shift basis.

James D. Bobb, president of the Limousine Top Company, of Lansing, has announced the leasing of 33,000 square feet of floor space in the plant of the States Motor Manufacturing Company, the second expansion of the Limousine Top Company within 30 days. The company is also building an addition to its own plant which will give about 150,000 square feet and the company is adding several lines of tops. From a capital of $15,000 to $100,000 and with a business of from $500,000 to $750,000 annually the Limousine company has made rapid progress in 24 months.

The Brazil Motors Co., Brazil, Ind., is to buy the plant of the Brazil Fence Co. The company plans to make 100 Oversmith-Brazil front drive trucks a month.

Property for a large factory has been purchased at Muskegon, Mich., by the Universal Valveless Motor Company. The company is strongly financed and will start manufacturing on a large scale as soon as a factory is completed on the 40-acre tract purchased. The motor is claimed to have revolutionary tendencies in the motor field.

The Champion Company has established an export department in New Orleans in charge of Ralph Appemon, the Pacific coast aviator, who has been in the service of the foreign governments in the aviation department of the armies for the last three years. He is now a member of the Champion staff and will handle export work from New Orleans, which is particularly well located for the Champion Company, due to the location of its plant at Fulton, Ill., on the Mississippi River, with splendid rail and boat shipping facilities.

The Ton-a-Ford Truc Co., of Racine, Wis., has purchased a large factory to provide space for the rapidly increasing demand for both their extensions and commercial bodies. They now are in a position to turn out twenty to thirty extensions a day.

James A. Murray has been elected president and general manager of the National Rubber Co., Pottstown, Pa., having resigned his office of vice-president and general manager for the Seamless Rubber Co., New Haven, Conn. He will succeed Jacob G. Feist, who becomes treasurer.

The Studebaker Corporation has just purchased the Chicago plant of the Staver Carriage Company, at West Seventy-sixth street and Rock Island R. R., and will use it for the assembling of automobiles. They will have approximately 300,000 square feet of floor space. The move was necessary owing to the growth of the business in the last few years. Dealers of the west will be saved much trouble in times of freight car congestion through the opening of this plant, with its superior shipping facilities.

The Star Rubber Company, Akron, Ohio, is finding that its plan of exclusive sales to one company in each of the prominent cities of the country is exceedingly popular. They are still closing with dealers.

Will H. Brown, who was vice-president of the Willys-Overland Company in its early days, has been appointed director of sales of the Elgin Company of Chicago. Mr. Brown, a member of the Indiana state legislature for some time, had retired from the motor car business, but the call of the Elgin Company and the lure of the business got him as it gets so many others.

Goul Allen, who was sales manager of the Covert Gear Company, of Lockport, N. Y., with offices in Detroit, recently joined the sales staff of the Republic Motor Truck Company, at Alma, Mich., and will look after the interests of the company on the Pacific coast, where he has secured permanent headquarters.

E. F. Roberts has been made factory manager of the Packard Motor Car Company, a promotion from general superintendent. C. F. Tolzein, purchasing agent for the company during the last six years, has been promoted to production manager. Both positions were made to allow the taking care of the rapidly increasing business of the company.

Charles Hatch, director of sales for the Standard Parts Company of Cleveland, in the spring division, and a member of the executive committee, has resigned after eight years' service with the Perfection company. Mr. Hatch becomes director for Parish & Bingham, of Cleveland, frame manufacturers. W. P. Culver, who has been Michigan representative of the Perfection Spring Company for five years, succeeds Mr. Hatch as director of sales, and will make his headquarters in Cleveland. The office of Mr. Culver has been in Detroit heretofore.

H. O. Bernhardt, factory manager of the Harroun Motors Corporation, has announced the completion of the production organization, with the following department executives: Superintendent of the operating department, B. L. Whitted; superintendent of machining, C. E. Hoyt; superintendent of the body department, N. W. Eagles; superintendent of assembly, E. J. Menke; superintendent of inspection, R. F. Judisch; chief tool designer, C. F. de Age; tool room foreman, N. A. Nelson; factory office manager, J. F. Collins. Virtually all of the production executives are well known in Detroit from former service in similar capacities. Several have been associated with Mr. Bernhardt in his work as factory manager of the Pierce Arrow company, Sheldon Axle Company and the Parrish Manufacturing Company plants.

J. C. Matlack, secretary and general manager of the Ajax Rubber Company, Inc., resigned February 15. Mr. Matlack has announced no plans for the future. He has been one of the most prominent men in the tire industry of America for the last 15 years and has been with the Ajax company for the last eight years.

Kerosene for Truck and Tractor Has Arrived

Commercial Vehicle Manufacturers and Users Beginning to Realize the Day of Heavy Fuel for the Heavy Duty Vehicle is at Hand

By J. THOMAS RHAMSTINE

Kerosene, the poor little step-brother of gasoline, has been made the butt of many an "expert" opinion in the world of motordom. Of unbelievers there are legion. On the general subject of skeptics and people who refuse to think for themselves Gerald Stanley Lee has something to say. A man who follows the crowd and refuses to think for himself leads a "tumty-tum" existence, asserts Mr. Lee.

"The world is looking forward," says Mr. Lee, "to being released from thirty cent gasoline by some man who is not a tumty-tum man but a thinker—by an inventor—for all our new rights and freedom have to be brought about by inventing."

"Who are the saddest men in the world of business today?" inquires Mr. Lee.

"They are the tumty-tum bankers who could not lurch out over the edge of their ruts and give a little attention to Alexander Graham Bell when he appeared one day, thirty years ago, in the doors of their offices and offered to hand over to them hundred-dollar bills for their one-dollar bills."

"Bell wanted their money, and they sat behind their fortifications and said practically that the thing Bell would have to invent next, if he wanted their money, was some brains for them that would make them want to let him have it."

"Bell," concludes Mr. Lee, "let their brains go and used his, and picked the money out of three bankers who were enough out of a rut to help him. Then he went out and changed the face of the earth."

The history of the invention of the telephone has been duplicated hundreds of times in things of far less importance—even to the lowly but useful hook-and-eye. While the adaptation of kerosene to the automobile and especially to the motor truck—to whose portion falls the useful work of the automobile family—may not change the face of the earth, it will certainly go a long ways towards solving one of most vital problems of our day—transportation. The question of transportation—how to move things quickly and move them cheaply—is the dominant motif in the discordant plaint of almost everyone everywhere against the high cost of living.

That kerosene will lower the cost of transportation by motor truck has been a self-evident truth ever since gasoline started its try for a high altitude record among the world's commodities. And yet the hardest thing the inventor along this line has had to combat has been the "tumty-tum" thinkers among the manufacturers and users of the motor truck and its near relative the farm tractor. In their little world they have admitted that kerosene, the "farmer's fuel," is the coming fuel for the mechanical oxen of present-day commerce, but they have, until recently, consistently refused to help the inventor by trying out his various devices. With very few exceptions their attitude has been to "let George do it"—any old George. If George could be persuaded to do it they would sit back and watch George, that is, if the inventor kept reminding them constantly of George's existence.

The user of trucks has been frankly skeptical of kerosene. The manufacturer of trucks has cried production and claimed his entire time taken up in disposing of that problem. It is true that the manufacturer had some basis of fact for this excuse. In the Fall of 1916, a condition which may be called "Production Chaos," was apparent in most of the truck and tractor factories in America. Everywhere the cry was for production and more and more of it. It was extremely hard for engineering departments to give a minute's consideration to a new system of carburetion, utilizing kerosene for fuel. The clamor for increased production had drowned out all other calls. Trucks, salesmanagers complained, were not being built nearly fast enough. Shops had to be speeded up, new models had to be created; all models had to be designed with an eye to easy assembly. It was a time of rapid and ceaseless engineering achievement in every field except that of kerosene carburetion.

The year 1916 accomplished a great deal for the world of the automobile. It was a year of unheard-of prosperity. It brought the manufacturer up to a condition where twenty-four hours a day measures the factory's activities. Gradually the production question had many of its wrinkles ironed out, and many of the difficulties worrying the engineering departments of the various manufacturers were met and overcome, if not wholly, at least partially. But a greater difficulty and a more serious problem had reared its head, higher than ever this time, to confront the automobile industry—the price of gasoline.

Although manufacturers of automobile trucks, in view of the facts mentioned above, cannot be accused entirely of Mr. Lee's tumty-tum thinking, it was nevertheless true that necessity, represented in the price of gasoline, was and is the real reason for a change of heart on the question of kerosene carburetion for the motor truck. The simple little figures, $3.05, have done more to convince the truck manufacturer that kerosene is the logical fuel for the heavy-duty motor vehicle than months of watchful waiting for a let up in production allowing engineering attention to other things than production. $3.05 is a recent quotation for Pennsylvania crude oil per barrel, from which mother fluid comes our opulent friend, Mr. Gasoline and his lately despised runt step-brother, kerosene.

Even with the price of gasoline commanding his attention, the manufacturer and user of motor trucks was loath to believe that there were practical devices in the market for utilizing kerosene. Even now there are skeptics who will not believe that there are instruments which will enable them to use kerosene with maximum power, a minimum of fuel expense, without carbonization or other injuries to the motor. Just as with gasoline, engineers have been brought to realize that when using kerosene carbonization is made possible only through too much oil, too poor oil, or unequal compression.

(Continued on page 17)

Orphan Car Dealers

Parts of Orphan Cars are Carried in Stock by the Dealers Listed Below. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

Abbott	64-118
Acme	118
Aerocar	9-118
Alco	1-2-79-118-120
Alden-Sampson	137
Allen-Kingston	107
Allis-Chalmers	118
Alpena	118
American	3-9-24-89-92-118
American Mors	129
American Truck	9
American Voiturette	137
Amplex	64
Anchor	4
Anhut	9-118
Ardsley	6
Argo	118
Atlantic	118
Atlas	11-64-118
Autocar	7
Babcock	14-118
Badger	118-130
Barnes	10-118
Benham	118
Bergdoll	18-64-89
Berkshire	17-19-118
Berliet	2
Bessemer	44
Black Crow	20-42
Blomstrom	118
Borland	118
Briggs-Detroiter	118
Brintell	118
Browniekar	74
Broc (Electric)	118
Brodesser	118
Brush	48-118-137
Buffalo (Electric)	118
California	25-118
Cameron	26
Carhartt	9-118
Car Nation	9-27-83-118
Cartercar	118
Carthage	118
Cavac	118
Century	118
Chadwick	30
Chief	34
Cino	69
Cinco	118
Clark	3-35-36-97-118
Clark-Carter	44-45-46-118
Cleveland	55-61-146
Coates Goshen	37-104
Colby	133
Colburn	38-57-118
Colley	118
Columbia	40-137
Columbus (Electric)	106
Connersville	118
Continental	118
Corbin	41
Corbitt	118
Correja	64
Courier	118-137
Courier-Clermont	137
Crescent	109-118
Craig Toledo	39-118
Cricket	118
Crow	20-42-118
Croxton	9-118
Croxton-Keeton	83
Cutting	70-118
Dart	9-118
Dayton	118
Dearborn-Detroit	77
Deal	9
Deere-Clarke	89
De Luxe	118
De Mot	118
Deschaum	118
De Tamble	3-50-118
Detroit-Chatum	118
Dragon	114
Duer	33
Durocar	118
Eclipse	141
Edwards	53-118-147
Elk	118
Elmore	9-118-137
E. M. F. 30	138
Everett	137
Everitt	118-137
Ewing	58-64-118
F. A. L.	9-83-118
Fawick	145
Findlay	58
Firestone Columbus.	106-118
Flanders	118-137-138
Fuller	80
Gaeth	60
Garford	55-61-118
G. J. G.	118
Grabowski	64-118
Gramm	61-118
Gramm-Logan	61
Gleason	16
Great Smith	16-134
Great Western	66
Grout	118-123
Hart-Kraft	113-119
Havers	63
Henderson	3-9-23-73-118
Henry	64-105-118-133
Herreshoff	3-64-89-118
Hewitt	79
Holsman	97
Houpt	107
Imperial	78
Indiana	118
Jenkins	118
Jewell	43
Johnson	82
Keeton	9-27-84-118
Kelly Springfield	118
Kelsey	11-86
Kermath	118
Kline	118
Knox	1
Komet	85
Krall	118
Krit	9-87-118
Lansden	88
Lewis	3
Lexon	118
Lion	3-9-83-89-91-118
Little Four	32
Little Six	118
Logan	61-68
Lozier (Old)	114-118
L. P. C.	3-9
McIntire	118
Marathon	93-118
Marion	3-9-83-92-94-118-139
Marron	118
Marquette	118
Marvel	118
Mason	95-118
Mather	118
Matheson	96
Maxwell Briscoe	137
Maxwell (Old)	8-118-137
Maytag	95-118
Merchant	118
Meteor	98-118
Michigan	9-46-64-83-101-114-118
Middleby	65-90-118
Midland.	9-83-89-102-118
Mier	103
Miller	118
Milwaukee	70
Monarch	118
Mora	64-114
Moyer	118
Nance	64
Northern	9-118
Northwestern	118
Nyberg	3-9-89-92-118
Ohio	109-118-133
Oliver	111-118
Omaha	118
Orient	100
Orson	51
Overholt	133
Owen	118
Packers	118
Palmer Singer	51-118-132-133
Panhard	13
Parry	112
Paulding	5
Peabody	118
Penn	23-89-118
Pennsylvania	23-29-118
Peru	118
Petrel	59
Pierce-Racine	28-115-118
Pioneer	116
Pittsburgh	31
Pope Hartford	21-71-118-127-143
Pope Toledo	12
Pope Tribune	71
Poss	118
Pratt-Elkhart	54
Premier	3
Pungs-Finch	117
Queen	9-118
Randolph	9-49-121
Rainier	61-118
Rapid	118
Rayfield	75
R. C. H.	24-64-114-118-122
Reading	65
Reed	3-118
Reliable-Dayton	118
Reliance	118
Republic	124
Ricketts	125
Rider-Lewis	3-9-89-92-118
Royal Tourist	118-128
Sampson	118-137
Sandusky	46
Schacht	62-118
Scripps Booth Cycle Car	118
Selden	118
S. G. V.	51-108
Sibley	131
Sommer	135
Southern	118-136
Spaulding	118
Speedwell	67-118.
Springfield	72
Standard Six	118-129
Star	103
Staver	118-133
Sterling	85
Stevens-Duryea	144
Stoddard-Dayton	48-118-137
Suburban	118
Sultan	64
Thomas	81-118-127-140
Tincher	33
Tourine	64
Tourist	24
Traveler	142
Twombly	52
Trumbull	89
Van	56
Van Dyke	118
Victor Thomas Detroit	5-118
Wagenhalls	126
Wahl	15-70-118
Waltham Orient	100
Warren	64-118
Washington	118
Waverly (Elec.)	92
Wayne	118
Welch-Detroit	118
Welch-Marquette	110
Welch-Pontiac	118
Whiting	32-118
Woodworth	118
Yale	22
Zip	16

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1 Alco Service Co., Phila., Pa.
2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
6 Ardsley Motor Car Co., Yonkers, N. Y.
7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Chicago.
9 Auto Parts Co., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E. 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City, Mo.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
17 Berkshire Motor Co., Pittsfield, Mass.
20 Black Mfg. Co., Chicago, Ill.
21 Boulevard Motor Co., Cambridge, Mass.
22 Brown-Lipe Gear Co., Syracuse.
23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
25 California Auto Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
31 Chester Engineering Co., Chester, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.
34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Corbin Motor Vehicle Co., New Britain, Conn.

42 Crow Motor Car Co., Elkhart, Ind.
43 Croxton Motor Car Co., Washington, Pa.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Jackson, Mich.
46 Dauch Mfg. Co., Sandusky, O.
47 Davidson's Repair Shop, N. Y. City.
48 Dayton Auto Repair Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
51 Drenco Mch. Co., N. Y. City.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
53 Edwards Motor Car Co., L. I. City, N. Y.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., Waterloo, Ia.
57 Erickson & Stalnaker, Denver.
58 Ewing, L. E., Cleveland, O.
59 Filer & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
61 Garford Motor Truck Co., Lima, O.
62 General Auto Repair Co., Cincinnati, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorey & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Peru, Ind.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
75 Holmes Garage, Danville, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City, Mo.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N.Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkesbarre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
108 New Jersey Mchy. Co., Newark, N. J.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pioneer Car Mfg. Co., Oklahoma City, Okla.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
119 Quincy Engine Co., Chambersburg, Pa.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
125 Ricketts Auto Works, Detroit.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
131 Sibley Motor Car Co., Detroit.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka, Kas.
135 Sommer Motor Co., Detroit, Mich.
136 Southern Auto & Equipment Co., Atlanta, Ga.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich. Ave., Chicago.
137 Standard Motor Parts Co., Newcastle, Ind.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha, Wis.
146 Western Motor Car Co., Cleveland.
147 Willys-Overland, Inc., Toledo, O.

Kerosene for Truck and Tractor Has Arrived

(Continued from page 15)

Kerosene is a peculiar fuel and its successful usage as evidenced today, is apparently dependent upon two factors: The first of these is that the relative non-volatility of kerosene must be overcome. In other words, this must be done if a cold motor is to be started on kerosene. But to start a cold motor on kerosene was found to be practically impossible without devices for heating the fuel, which would make the unit device not commercially practical. Experience also went to show that, from a viewpoint of cost, it was not desirable to heat the kerosene fuel by electricity to such a point that it could be ignited and the motor started. Accordingly, the successful devices seem to be those upon which there is a valve admitting of a selective fuel control: or in other words, those devices which do not start the motor on kerosene but rather use the volatile gasoline to turn over the motor. After the engine is thoroughly heated up, which takes only a minute quantity of gasoline in a very short time, the successful carburetion device allows a change over to the kerosene fuel without a perception of this operation—the engine must not falter and does not falter when the change is made.

The second essential of a successful kerosene carburetion device is complete vaporization of the fuel. This is accomplished by heating the fuel, by means of the exhaust, to an average of at least 135 degrees, F., and by heating the air to an average of at least 175 degrees, by means of the exhaust. These constituents now pass into a standard carburetor, and it should be explained that there is also a carbureter for the gasoline, through the kerosene carbureter, and in the form of a mixture enter another device, or adapter, where the mixture is further broken up, completely dried, and in short, so attenuated that it is ready for explosion, and we have our motor truck ready to do its work on kerosene.

A close adherence to these elemental principles has brought success to the inventors of the kerosene carbureter. Because they are indispensible in the conduct of the world's daily business, are the heaviest consumers of fuel and were created by engineers who are, of necessity, the first to realize the importance of a cheaper but more efficient fuel, the motor truck and farm tractor presented the lines of least resistance to the inventor. The enormous possibilities of a cheaper fuel cannot be too fully realized. It is conservative to predict that within five years, at the most, all motor trucks and tractors will be outdoing the work of the world, which falls to the grubbing laborer, on the power furnished by the lately despised "farmer's fuel." It has needed just a few men who refuse to think along the tumty-tum lines, exposed by Mr. Lee, to make the entire world realize that the inventor has released the genius, kerosene, from his prison and put him to work.

Specifications for Motor Trucks 1917

ABBREVIATIONS AND EXPLANATIONS:—**PRICE—C.**, Including Body. **FRAMES MATERIAL—R-C.**, Rolled Steel Channel Section; **R-I.**, Rolled Steel I Section; **Pr-S.**, Pressed Steel. **FRAMES CONSTRUCTION—S-F.**, Semi-Flexible; **Flex.**, Flexible; **R.**, Rigid. **TIRES—P.**, Pneumatic; **S.**, Solid; **St.**, Steel. **WHEELS—W.**, Wood; **C.**, Cast; **Ov.**, Oval Spokes; **Sq.**, Square Spokes; **Hol.**, Hollow Spokes; **Cr.**, Cruciform Spokes; **X.**, Cross-Shaped Solid Spokes; **D.**, Disk. **MAKE OF REAR AXLE—Salis.**, Salisbury; **Torb.**, Torbenson; **K-H.**, Keystone-Hindley; **TYPE OF REAR AXLES—F.**, Full Floating; **S-F.**, Semi-Floating; **D.**, Dead. **BEARINGS—P.**, Plain; **R.**, Roller; **B.**, Ball. **MAKE OF ENGINE—Wauk**, Waukegan; **Cont.**, Continental; **Lycm.**, Lycoming; **Herc.**, Hercules; **G-S-B.**, Golden, Belknop & Swartz. **CYLINDERS CAST—B.**, Block; **1**, Single; **2**, Pairs. **LOCATIONS OF VALVES—R.**, Right; **L.**, Left; **O.**, Opposite; **H.**, Head. **COOLING SYSTEM—G.**, Gear; **P.**, Pump; **T.**, Thermos-Syphon. **RADIATOR—Fin.**, Finned Tubes; **Sq. T.**, Square Tubular; **Z-Z-T.**, Zig-Zag Tubular; **Cell.**, Cellular; **Hel.** Helical; **Ring.**, Tubes arranged in ring about Blower Fan. **IGNITION AND STARTING AND LIGHTING SYSTEM TYPE AND SPARK ADVANCE—D.**, Dual; **H.**, Hand Advance; **S.**, Single; **A.**, Automatic; **F.**, Fixed; **Eism.**, Eisemann; **Split.**, Splitdorf; **Conn.**, Connecticut; **West.**, Westinghouse; **G-D.**, Gray & Davis; **Br'l'ng.**, Berling; **At-K.**, Atwater-Kent; **Al-Ch.**, Allis Chalmers; **U. S. L.**, United States Lt. & Htg. Co.; **N-East**, North-East; **Split-App.**, Splitdorf Apple; **Huff-S.**, Huff-Simms; **Dono.**, Donohuse. **MAKE OF GOVERNOR—Wauk.**, Waukesha; **Rugg.**, Ruggles; **Mon.**, Monarch; **Dup.**, Duplex; **H-Sp.**, Serschel-Hpillman; **Mil.**, Milwaukee; **Simp.**, Simplex. **CARBURETTER—MAKE AND FEED—Sch.**, Schebler; **Ray.**, Rayfield; **Stmbg.**, Stromberg; **Shak.**, Shakespeare; **Flech.**, Fletcher; **Zen.**, Zenith; **Johns.**, Johnson; **G.**, Gravity; **V.**, Vacuum; **P.**, Pressure. **CLUTCH TYPE—D-D.**, Dry-Disc; **O-D.**, Oil Disc; **P.**, Plate; **C.**, Cone. **GEARSET TYPE AND LOCATION—Sel.**, Selective Sliding Gear; **Prog.**, Progressive Sliding Gear; **Ind-C.**, Individual Clutch; **Plan.**, Planatory; **Fric.**, Friction; **Elec.**, Electric. **GEARSET LOCATION—Amid.**, Amidship; **U-M.**, Unit with Motor; **U-J.**, Unit with Jack-shaft; **U-X.**, Unit with Axle. **FINAL DRIVE—Int-G.**, Internal Gear; **Chn.**, Chain; **Sp-B.**, Spiral Bevel Gear; **B.**, Bevel Gear; **S.**, Spur Gear; **Ex.**, External Gear; **T.**, to Front Wheel; **4**, on all Four Wheels; **W.**, Worm.

Upon application we will be glad to forward the address of any of these manufacturers to any dealer.

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM						TRANSMISSION						
			FRAME			TIRES																														
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H-P.	Cylinders How Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost	Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	Clutch Type	Gearset Type	Location of Gearset	Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
A & B 3T	6,000	$4,500	144	r-c	s-f	s	48x3½d	48x3½d	w-ov						3		4	511/64x4¾	42.76	2-r	G	fin	Bosch D-H				Scheb		g		elec	amid		28.00-1	int-g-f	
A & B 5T	10,000	4,750	144	r-c	s-f	s	48x3½d	48x5d	w-ov						3		4	511/64x4¾	42.76	2-r	G	fin	Bosch D-H				Scheb		g		elec	amid		28.00-1	int-g-f	
Acason 2	4,000		150	pr-s	s-f	s	34x4	36x3½d	w-ov						3		4	4¼x5¾	29.00	2-l	P	fin	Eism S-H			Wauk	Scheb		v	d-d	sel	u-m			worm	
Acason	7,000		168	pr-s	s-f	s	36x5	38x5d	w-ov						3		4	4¼x5¾	29.00	2-l	P	fin	Eism S-H			Wauk	Scheb		v	d-d	sel	u-m			worm	
Acme B	2,000	1,500	128	pr-s	s-f	p	34x3	34x4	w-sq						3		4	3½x5	19.61	b-l	T	fin	Eism S-H			Pierce	Ray		v	d-d	sel	u-m		7.75-1	worm	
Acme A	4,000	2,100	148	pr-s	s-f	s	36x4	36x6	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F		opt	Pierce	Ray		v	d-d	sel	u-m		8.50-1	worm	
Acme C	7,000		168	r-c	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F		opt	Pierce	Ray		v	d-p	sel	amid		10.25-1	worm	
Armleder HW	4,000	2,800	166	pr-s	s-f	s	36x4	36x7	w-sq	Timken	w				3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		60.00	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.50-1	worm	3x¼
Armleder KW	7,000	3,500	156	r-I	s-f	s	36x5	36x5d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt.	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.75-1	worm	
Atlas 17	1,500	750	106	pr-s		p	31x4	31x4	w-ov		f-f		B		2		4	3¼x5	16.92	b-r	T	fin	Dixie S-H				Carter		g	o-d	sel	u-m		4.75-1	sp-b	
Atterbury 6B	2,000	1,875	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken					3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F			Pierce	Zenith		g	d-d	sel	u-m		7.75-1	worm	
Atterbury 6R	3,000	2,075	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken					3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F			Pierce	Zenith		g	d-d	sel	u-m		8.50-1	worm	
Atterbury 7C	4,000	2,575	153½	pr-s	flex	s	36x4	36x4d	w-sq	Timken					3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F			Pierce	Zenith		g	d-d	sel	u-m		8.50-1	worm	
Atterbury 7D	7,000	3,375	167½	pr-s	flex	s	36x5	40x5d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch D-H			Pierce	Zenith		g	d-d	sel	u-m		10.33-1	worm	
Autocar 21F	4,000	1,650	97	r-c		s	34x4	34x5	w-ov	own	f-f				2	own	2	4¾x4½	18.10	1-t	P	cell	Bosch S-F				Stmbg	1¼		d-p	prog	amid		7.14-1	B-S	2½
Available 1	2,000	1,700	132	r-c	s-f	s	36x3½	36x4	w-ov						3		4	3¾x5	22.50	b-r	T	cell	Bosch S-F				Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Available 2	4,000	2,250	156	r-c	s-f	s	36x4	36x7	w-ov						3		4	4⅛x5¼	27.20	b-l	P	cell	Bosch S-F				Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Available 3½	7,000	3,300	168	r-c	s-f	s	36x5	40x5d	w-ov						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-F			Pierce			g	d-d	sel	u-m		10.33-1	worm	
Available 5	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-ov						3		4	4½x5½	32.40	2-r	P	cell	Bosch S-F			Pierce	Stmbg		g	d-d	sel	u-m		11.75-1	worm	
Avery C	2,000	1,690	128			s	34x3½	34x5									4	4⅛x5¼	27.20	b-l	P	fin	HeinzeD-H				Ray			d-d	sel	u-m		7.75-1	chn	
Avery B	4,000	2,700	128			s	36x4	36x3½d									4	4¾x5	36.15	1-l	P	fin	Eism D-A				Ray			d-d	sel	u-j		3.50-1	chn	
Avery B	6,000	3,200	128			s	38x5	38x4d									4	4¾x5	36.15	1-l	P	cell	Eism D-A				Ray			d-p	sel	u-j		3.50-1	chn	
Avery A	6,000	2,500-c	140			w	38x5	38x4d									4	4¾x5	36.15	1-l	P	fin	Eism D-A				Ray			d-d	sel	u-j		3.50-1	chn	
Avery B	10,000	4,500	128			s	38x6	38x5d									4	5¼x5¾	44.20	2-o	P	cell	Eism D-A				Scheb			o-d	sel	u-j		12.50-1	chn	
Beech Creek 3A	6,000	3,850	132	r-c	flex	s	36x6	36x6	w-sq	own	f-f				3	Wauk	4	4¼x5¾	29.00	2-l	P	cell	Eism S-H			Wauk	King	1¼	v	d-p	sel	amid		8.03-1	b-4	
Bessemer G	2,000	975	124	pr-s	s-f	s	35x3	35x3½	w-sq						3		4	3½x5	19.61	b-r	T	cell	Bosch S-H			none	Scheb		g	d-d	sel	u-m		7.00-1	int-g	
Bessemer D	4,000	2,200	146	pr-s	s-f	s	37x4	37x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	cell	Bosch S-H			Pierce	Ray		g	c	sel	amid		7.75-1	worm	
Bessemer E	7,000	3,100	150	pr-s	s-f	s	37x5	37x5d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Ray		g	c	sel	amid		10.33-1	worm	
Bessemer H	10,000	3,600	150	pr-s	s-f	s	37x6	37x6d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce			g	c	sel	amid		13.00-1	worm	
Bethlehem A1	2,500	1,125	126				33x4	34x4		Russell	s	r-b	r-b	r-b	3	own	4	3¼x4½	22.50	b-l	T		Bosch				Scheb		g	d-d	u-p-p			7.40	int	
Bethlehem B1	4,500	1,665	144				34x4	34x6		Russell	s	r-b	r-b	r-b	3	own	4	4 x4½	27.00	2-l	T		Bosch				Scheb		g	d-d	u-p-p			8.30	int	
Blair C	4,000	2,850	121	pr-s	flex	s	34x4	34x3½d	w-sq	K-H	f	b	r		3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1¼	g	c	ind-c	amid		7.67-1	worm	¼x3¾
Blair D	6,000	3,250	121	pr-s	flex	s	36x4	36x4d	w-sq	K-H	f	b	r		3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1¼	g	c	ind-c	amid		8.67-1	worm	¼x3¾
Blair E	8,000	3,750	144	pr-s	flex	s	36x5	36x5d	w-sq	K-H	f	b	r		3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	¼x3¾
Blair F	10,000	4,250	144	pr-s	flex	s	36x6	36x6d	w-sq	K-H	f	b	r		3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	¼x3¾
Bourne VM	4,000	3,150	143	r-c	flex	s	36x4	36x4d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4x5½		b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g					7.75-1	worm	
Bourne XM	7,000	3,850	163	r-c	flex	s	36x5	36x5d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4¾x5½		b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g					8.50-1	worm	
Brinton H	1,500	950	115		s-f	p	33x4	33x4	w-ov						5		4	3¼x5	16.92	b-l	G	cell	S-F						g	d-d	sel	u-m			worm	
Brinton F	5,000	2,250	138		s-f	s	36x4	36x6	w-ov						5		4	4⅛x5	27.20	b-l	G	cell	S-F		stock				g	d-d	sel	u-m			worm	
Briscoe 4-24	1,000	625	104	pr-s	r	p	30x3½	30x3½	w-ov						2		4	3¼x5½	16.92	b-r	T	z-z-t	Split S-H	Split	stock				g	c	sel	u-x		4.23-1	b	
Brockway O	2,000	1,500	124	pr-s	flex	s	34x3½	34x4	w-sq	Sheldon	s-f	b	r	b	3	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	d-d	sel	u-m		7.90-1	worm	
Brockway J-2	3,000	1,875	124	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	r	r	b	3	Cont	4	3¾x5	22.50	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	c	sel	amid		8.66-1	worm	
Brockway K-3	4,000	2,250	148	pr-s	flex	s	36x4	36x7	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1½	g	c	sel	amid		8.66-1	worm	
Brockway R	7,000	3,250	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H	Bosch	200.00	Mon	Scheb	1½	g	d-d	sel	amid		10.33-1	worm	
Burford O-3	4,000	2,250	144	pr-s	r	s	36x3½	36x3½d	w-sq						3		4	3¾x5½	22.50	b-r	P	fin	Eism S-F		stock	none	Zenith		g	c	sel	u-m		8.50-1	int-g	
Burford D-3	7,000	3,600	175	pr-s	r	s	38x5	38x5d	w-sq						3		4	4½x6¾	32.40	b-l	P	fin	Eism S-F		stock	Wauk	Zenith		v	d-d	sel	amid		13.10-1	worm	
Couple Gear HC	7,000	5,400	144	r-c	s-f	s	36x4d	36x4d	pr-s-d	own		r	r	r	5	Wisc	4	5¾x6	53.00	1-o	G	cell	Eism D		150.00	Her-Sp	Stmbg	1¾	g		elec			25.00-1	b-4	17x2
Couple Gear AC	10,000	5,900	144	r-c	s-f	s	36x5d	36x5d	pr-s-d	own		r	r	r	5	Wisc	4	5¾x6	53.00	1-o	G	cell	Eism D		150.00	Her-Sp	Stmbg	1¾	g		elec	amid		25.00-1	b-4	17x2
Chase A	2,000	1,650	138	pr-s		s	36x3½	36x5	w-ov						3		4	3½x5¼	19.61	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase C	3,000	1,950	149½	pr-s		s	36x3½	36x3½d	w-ov						2		4	3½x5¼	19.61	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase B	5,000	2,475	160	pr-s		s	36x4	36x4d	w						3		4	4⅛x5½	27.20	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase X	6,000	2,800	160	pr-s		s	36x4	36x5d	w						4		4	4⅛x5½	27.20	b	P	fin	Bosch S-F			Mon	Stmbg		g	o-d	sel	u-m			worm	
Chase O	7,000	3,300	175	pr-s		s	36x5	36x5d	w-ov						3		4	4¼x6	29.00	b	P	fin	Bosch S-F			Mon	Stmbg		g	o-d	sel	u-m			worm	
Collier M	1,500	900	123	r-c	s-f	p	32x4	32x4	w-ov	Salis		b	b	r	3	Lycm	4	3¼x5	16.92	b-r	T	z-z-t	Conn S-H	Dyneto	stock	none	Zenith	⅞	g	d-p	sel	u-m		6.00-1	b	14x2

Columbia E	4,000	1,850	144	r-c	flex	s	36x4	36x6	w-sq	Russell					3	Buda	4	4⅛x5½	27.20	b-r	P	s-s-t	Eism S-H			Mon	Shak	1¼	g	c	sel	amid		9.45-1	int-g	
Commerce N	1,500	975	120	pr-s	flex	p	34x4	34x4	w-sq	Salis		b	b	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Eism S-F	Remy	100.00	none	Zenith	1	g	c	sel	u-m		6.00-1	b	2x44½
Commerce E	2,000	1,175	126	pr-s	flex	s	34x3	34x4	w-sq	Torb		b	r	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Remy S-H	Remy	stock	Pierce	Zenith	1	v	c	sel	u-m		7.00-1	int-g	2x4½
Continental (C) FL	2,000	1,550	144			s	34x4	36x4							3		4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F				Stmbg			d-d	sel	u-m		7.75-1	worm	
Continental (C) HL	3,000	1,750	144			s	34x3½	36x5							3		4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F				Stmbg			d-d	sel	u-m		9.25-1	worm	
Continental (C) J	4,000	2,100	146			s	36x4	36x4d							3		4	4⅛x5¼	27.20	2-l	P	cell	Bosch S-F				Stmbg			d-d	cel	u-m		9.25-1	worm	
Continental (C) M	7,000	3,000	168			s	36x5	36x5d							3		4	4½x5½	32.40	2-l	P	cell	Bosch S-F				Stmbg			d-d	sel	u-m		10.50-1	worm	
Corbitt E	2,000	1,450	130	r-c	f	s	36x3½	36x4	w-sq	Sheldon					3		4	3¾x5	22.50	b	T	cell								d-d	sel	u-m	3	7.50-1		16x2½
Corbitt D	3,000	2,150	138	pr-s	r	s	36x3½	36x5	w-sq	Sheldon	w	r	b		3	Cont	4	3¾x5¼	22.50	b-r	P	fin	Eism S-H	Dono		Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt C	4,000	2,400	148	pr-s	r	s	36x3½	36x3½d	w-sq	Sheldon	w	r	b		3	Cont	4	4 x5¼	27.20	b-r	P	fin	Eism S-H	Dono		Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt B	5,000	2,650	148	pr-s	r	s	36x4	36x4d	w-sq	Sheldon	w	r	b		3	Cont	4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H	Dono		Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt A	7,000	3,250	168	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	w	r	b			Cont.	4	4½x5½	32.40	p-r	P	fin	Eism S-H	Dono		Pierce	Stmbg	1¼	g	w-d	ind-c	amid		11.66-1	worm	20x2½
Corbitt AA	10,000	3,850	168	r-c	r	s	36x6	36x6	w-sq	Sheldon	w	r	b		3	Cont	4	4-4½x5½	32.40	p-2	P	fin	Eism H			Pierce	Stmbg	1¼	g	o-d		amid	3	13.5-1	worm	20x2½
Corliss A	1,000	800-c	103	pr-s	r	p	31x4	31x4	w-ov	Gemco	s-f				2	LeRoi	4	3⅛x4½	15.64	b-l	T	fin	Dixie S-H	Al-Ch	75.00		Scheb		g	d-d	sel	u-m		4.50-1	b	
Croce 17	1,000	825	108	pr-s		p & s	32x4	32x4	w-sq						2		4	3¼x5	16.92	b-l	P	sq-t	Bosch S-F			none	Zenith		g	d-d	sel	u-m		5.00-1	b	
Crowther-Duryea	1,200	600-c	110	pr-s	s-f	p	32x3½	32x3½	w-ov						4		4	3¾x4¼	22.50	1-h	T	cell	Dixie D-H	Split	stock	none	Scheb		g		roll	u-x			roll	
Cunningham V	2,000	3,000	141				37x5	37x5				f-f					8	3¾x5			P		West				Stmbg			d	sel				b	
Dart B-B	1,500	1,200	124	pr-s	flex	s	34x3	34x3½	w-sq						3		4	3½x5⅛	19.61	b-r	T	cell	Eism S-F			none			v	d-d	sel	u-m		7.75-1	worm	
Dart E	3,000	1,800	130	pr-s	flex	s	34x3½	34x5	w-sq						3		4	3¾x5⅛	22.50	b-r	T	cell	Eism S-F			none	Stmbg		v	d-d	sel	u-m		7.00-1	worm	
Dart C-C	5,000	2,470	150.	pr-s	flex	s	36x4	36x4d	w-sq						3		4	4⅛x5½	27.20	b-r	P	cell	Eism S-F			Dup	Stmbg		v	d-d	sel	u-m		9.25-1	worm	
Dayton H	4,000	2,650	118½	r-c	s-f	s	36x4	36x3½d	w-ov						3		4	4¼x5	28.9	2-r	P	t	Bosch D-H				Stmbg		v	o-d	sel	amid			chn	
Dayton D	7,500	3,400	168	r-c	s-f	s	36x5	36x5d	w-ov						3		4	4¼x6	28.9	b-r	P	hel	Bosch D-H				Stmbg		v	d-p	sel	u-m			worm	
Dayton K	7,500	3,400	136	r-c	s-f	s	36x5	36x5d	w-ov						3		4	4¾x5½	36.1	2-r	P	t	Bosch D-H				Stmbg		v	o-d	sel	amid			chn	
Dayton M	10,000	4,500	148	r-c	s-f	s	36x6	42x5d	w-ov						3		4	5¼x7	44.20	2-r	P	t	Bosch D-H				Stmbg		v	o-d	sel	amid			chn	
Dayton E	15,000	4,950	148	r-c	s-f	s	36x7	42x6d	w-ov						3		4	5¼x7	44.20	2-r	P	t	Bosch D-H				Stmbg		v	o-d	sel	amid			chn	
D-E Junior	1,250	895	108	pr-s	r	p	33x4	33x5	w-ov						2		4	3⅛x4½	15.64	b-r	T	fin	Dixie S-H	Al-Ch	85.00		Scheb		v	d-d	sel	u-m		6.20-1	worm	
D-E Senior	2,000	1,450	128	pr-s	r	s	34x3½	34x5	w-sq						3		4	3½x5	19.61	b-r	T	fin	Dixie S-H			Mon	Zenith		v	d-d	sel	u-m		7.80-1	worm	
DeKalb E2	4,000	2,100	134	pr-s	flex	s	34x4	36x5	w-sq	Timken	w		r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H			Pierce	Master	1¼	g	c	sel	u-m		7.75-1	worm	3
DeKalb E2½	5,000	2,450	136	pr-s	flex	s	36x4	36x6	w-sq	Timken	w		r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H			Pierce	Master	1¼	g	c	sel	u-m		8.25-1	worm	3
Denby R	2,000	990	119	r-c	s-f	p	34x4½	34x4½	w-sq						2		4	3⅛x4½	15.64	b-r	T	cell	Dixie S-F	Al-Ch	85.00	Mil	Zenith		g	d-d	sel	u-m		8.20-1	int-g	
Denby G	3,000	1,575	120	pr-s	s-f	s	35x3½	35x5	w-sq						3		4	3½x5	19.61	b-r	T	cell	Eism S-F	G & D	135.00	Pierce	Stmbg		g	d-d	sel	u-m		8.80-1	int-g	
Denby H	4,000	1,790	144	pr-s	s-f	s	36x3½	36x3½d	w-sq						3		4	3¾x5	22.50	b-r	T	cell	Eism S-F	G & D	135.00	Pierce	Stmbg		g	d-d	sel	u-m		9.45-1	int-g	
Denby K	5,000	2,090	144	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	3¾x5	22.50	b-r	T	cell	Eism S-F	G & D	135.00	Pierce	Stmbg		g	d-d	sel	u-m		9.45-1	int-g	
Denmo 10	2,500	1,385	124	pr-s	r	p & s	34x4½	34x4	w-sq	Torb		b	r	r	3	Wisc	4	3¾x5	22.50	b	T	cell	Dixie	Sp-App	stock	Pierce	Stewart	1	g	d-p	sel	u-m			int-g	2½x15
Diamond-T J5	2,000	1,550	132	pr-s		s	36x3	36x4	w-ov	Timken	w	r	r	r		Cont	4	3½x5	19.61	b-r	T	s-s-t	Bosch S-F				Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	
Diamond-T J4	3,000	2,000	154	pr-s		s	36x3½	36x5	w-ov	Timken	w	r	r	r		Cont	4	3¾x5	22.50	b-r	P	s-s-t	Bosch S-F				Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	
Diamond-T J3	4,000	2,325	154	pr-s		s	36x4	36x6	w-ov	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	s-s-t	Bosch S-F			Pierce	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	
Diamond-T L	7,000	3,475	170	pr-s		s	36x5	38x5d	w-ov	Timken	w	r	r	r		Cont	4	4½x5½	32.40	2-o	P	s-s-t	Bosch S-H			Mon	Ray	1¼	g	d-d	sel	u-m		8.75-1	worm	
Diamond-T R	10,000	4,300	170	pr-s		s	36x6	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-o	P	s-s-t	Bosch S-H			Mon	Ray	1¼	g	d-d	sel	amid		13.66-1	worm	
Dispatch G	1,200	1,150	120	w	flex	p	36x3½	36x3½	w-ov						3		4	3¾x5	22.50	b-l	T	cell	Bosch S-H	U.S.L	stock		Ray		v		f	amid		9.00-1	chn	
Doane	5,000	3,000-c	150	r-c	flex	s	36x4	36x7	w-sq						3		4	4¼x5¾	29.00	2-r	P	fin	Bosch S-A			Wauk	Holley		g	d-d	sel	u-m		8.00-1	chn	
Doane	12,000	4,500-c	178	r-I	flex	s	36x6	38x6d	w-sq						3		4	4¾x6¾	36.15	2-l	P	fin	Bosch S-A			Wauk	Holley		g	d-d	sel	u-m		10.50-1	chn	
Dorris I-B-4	1,500	1,900	132	pr-s	s-f	p	36x4	36x4½	w-ov						3		4	4⅜x5	30.65	2-h	P	s-s-t	Bosch D-H	West	stock		Stmbg		v	d-d	p	u-m		4.08-1	sp-b	
Dorris I-B-W	4,000	1,990	132	pr-s	s-f	n	36x4	36x4d	w-sq						3		4	4⅜x5	30.65	2-h	P	s-s-t	Bosch S-H			Pierce	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Duplex D	6,000		130	pr-s	flex	s	36x6	36x6	w-sq	own		r	r	r	3	Buda	4	4½x5	32.40	b-r	P	fin	Eism S-H	West	150.00	Dup	Scheb	1¼	v	d-d	sel	u-m		12.00-1	int-g-4	2½x18
Ellsworth 25-A	1,000	695-c	108	pr-s	flex	p	30x3½	30x3½	w-ov	Gemco	f-f	r	b	r	2	Lycm	4	3¼x5	16.92	b-r	T	sq-t	stor. S-H	Dyneto	stock		Carter	1	g	c	sel	u-m		4.46-1	b	1⅛
Empire	500	325	100				28x3	28x3			s-f						4	2⅝x3¼			T		At-K				Scheb			c	sel				b	16x3¼
Fargo	4,000	1,390	136	r-c	s-f	s	36x4	36x6	w-sq	Russel	d	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	cell	Brlng S-H	West	125.00	Mon	Zenith	1	g	d-d	sel	u-m	3	9.45-1	int-g	¼x3
Federal S	2,000	1,650	132	pr-s	s-f	s	34x3	34x4	w-ov	Timken	f-f				3		4	3½x5⅛	19.61	b-r	P	fin	Eism S-F		opt	Simp	Zenith		g	d-p	sel	amid		6.00-1	worm	18x3½
Federal J-M	3,000	2,100	144	pr-s	s-f	s	36x3½	36x5	w-sq	Timken	f-f				3		4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	245.00	own	Stmbg		g	c	sel	amid		8.50-1	worm	18x3½
Federal O-P	4,000	2,300	144	pr-s	s-f	s	36x4	36x7	w-sq	Timken	f-f				3		4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	150.00	own	Stmbg		g	c	sel	amid		8.50-1	worm	
Federal L	7,000	3,000	156	r-c	s-f	s	36x5	36x5d	w-sq	Timken	f-f				5		4	4¼x5½	32.40	2-l	P	fin	Eism S-F	West	150.00	own	Stmbg		g	d-d	sel	amid		10.33-1	worm	21x3½
Federal W	10,000	4,000	156	r-c	s-f	s	36x6	40x6d	c-hol	Timken	f-f				3	Cont	4	4¼x5½	29.00	b-r	P	fin	Eism S-F		opt	Simp	Zenith		g	d-p	sel	amid		11.60-1	worm	24x4
Forschler	2,000	1,650	120	r-c	flex	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r		Cont	4	3½x5	19.61	b-r	P	sq-t	Bosch S-F			Mon	Zenith	1	g	d-d	sel	u-m	3	7.75-1	worm	2½
Forschler BO	4,000	2,250	138	r-c	flex	s	34x3	34x3½	w-sq	Sheldon	s-f	b	r	r		Cont	4	4⅛x5¼	27.00	b-l	P	sq-t	Bosch S-F			Pierce	Zenith	1¼	g	d-d	sel	u-m	3	7.75-1	worm	2½
Forschler AXO	3,000	2,000	120	r-c	flex	s	34x3	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3½x5	19.60		P		Bosch S-P				Zenith	1	g	d-d	sel	u-m	3		worm	2
Forschler BXO	5,000	2,500	138	r-c	flex	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.00		P		Bosch S-F				Zenith	1¼	g	d-d	sel	u-m	3		worm	2½
Fulton	3,000	1,000	134	pr-s		s	34x3½	34x2½d	w-sq	own		b	r		3	own	4	3¾x4¼	22.50	2-l	T	fin	Eism S-F				Sund	1	g	o-p	sel	u-m			int-g	¼x2½
F. W. D. B	6,000	4,000	124	pr-s		s	36x6	36x6	w-ov	own	f-f	r	r	r	3	Wisc	4	4¾x5½	36.15	2-o	P	sq-t	Eism S-H	N-East	300.00	Pierce	Stmbg	1¼	g	o-d	ind-c	amid		8.90-1	b-4	2¼
Gabriel B	1,500	800	118	pr-s	flex	p	33x4	33x4	w-ov	Timken	f-f	r	r	r	3	Buda	4	3½x5		b-l	P		Bosch				Ray		g	d	sel	amid	3	6-1	B	
Gabriel C	2,000	1,600	126	pr-s	flex	p	35x5	35x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4⅛x5¼		b-l	P		Bosch				Ray		g	c	sel	amid	3	4.25-1	B	
Gabriel D	3,000	2,000	136	pr-s	flex	p	36x5	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½		b-l	P		Bosch				Ray		g	c	sel	amid	4	6-1	worm	
Gabriel E	4,000	2,300	144	pr-s	flex	P	36x4	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½		b-l	P		Bosch				Ray		g	c	sel	amid	4	8.50-1	worm	
Garford 75	2,000	1,450	120	pr-s	s-f	p & s	34x4½	36x3½	w-ov						3		4	3½x5⅛	19.61	b-r	T	cell	Dixie S-H	West	175.00	Mon	Ray		g	d-d	sel	u-m		7.80-1	worm	
Garford 66	3,000	1,800	142	pr-s	s-f	s	36x3½	36x5	w-ov						3		4	3¾x5½	22.50	b-r	P	cell	Dixie S-H	West	175.00	Mon	Ray		g	d-d	sel	amid		8.50-1	worm	
Garford 70	4,000	2,300	142	pr-s	s-f	s	36x4	36x4d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H	West	175.00	Mon	Ray		g	d-d	sel	amid		7.75-1	worm	
Garford 77-B	7,000	3,400	128	pr-s	s-f	s	36x5	40x5d	w-ov	Gimken	f-f	r	r	r	3	Buda	4	4¼x6	29.00	b-r	P	cell	Bosch S-H	West	175.00	own	Ray		g	d-d	sel	amid		10.33-1	worm	
Garford 68	10,000	4,300	128	pr-s	s-f	s	36x6	40x6d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¾x5½	36.15	2-o	P	fin	Bosch S-H			own	Ray		g	d-d	sel	u-j		13.31-1	chn	
Garford 69	12,000	4,500	128	pr-s	s-f	s	36x6	40x7d	w-ov	Gimken	f-f	r	r	r	3	Buda	4	5-1/10x5½	41.61	2-o	P	fin	Bosch S-H			own	Ray		g	d-d	sel	u-j		13.31-1	chn	
G. V.-Mercedes F.V.	12,000		192¼	pr-s	r	s	34x5	40x6d	c-d						3		4	4½x5-9/10	29.00	2-h	P	sq-t	Bosch S-F			own	own		p	c	sel	amid		9.36-1	int-g	
Geneva 1	1,500		96			s	34x2	36x2½		Sheldon		b	b	b	2	Beauer	2	5¼x4¼	22.10	1-h	G	fin	Simms S-F				Scheb	1¼		d-p	plan	u-j			chn	2⅛
Gersix G	5,000	2,650	150	r-c	r	s	36x4	36x7	w-ov	Empire			R		4	Buda	6	3¾x5½	33.75	b-l	P	cell	West S-H	West	stock	Mon	Ray	1¼	v	d-p	ind-c	u-m		8.66-1	worm	3
Globe	2,500	1,375	130	r-c	s-f	s	34x3½	34x4	w-sq						3		6	3¼x4½	25.39	b-l	P	fin	Dixie S-F			Pierce	Master		v	d-d	sel	u-m		7.40-1	int-g	
G. M. C. 15	1,500	1,150	122	pr-s	r	p	35x5	35x5	w-ov						3		4	3½x5	19.61	b-r	P	fin	Eism S-H			Mon	Marvel		g	c	sel	amid		6.00-1	bevel	
G. M. C. 21	2,000	1,800	136	pr-s	s-f	s	34x3½	34x5	w-ov						3		4	3¾x5	22.50	b-l	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	u-m		7.75-1	worm	
G. M. C. 31	3,000	2,100	144	pr-s	r	s	36x3½	36x5	w-ov						3		4	3¾x5	22.50	b-r	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	u-m		9.25-1	worm	
G. M. C. 41	4,000	2,550	158	pr-s	r	s	36x4	36x4d	w-ov						3		4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	u-m		9.25-1	worm	
G. M. C. 71	7,000	3,500	163	r-c	r	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	amid		12.00-1	worm	
G. M. C. 101	10,000	4,100	163	r-c	r	s	36x6	40x6d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	amid		13.67-1	worm	
Gramm-Bernstein	2,000	1,650	124	pr-s	s-f	s	34x3½	34x4	w-sq						3		4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		6.50-1	worm	
Gramm-Bernstein	3,000	2,000	130	pr-s	s-f	s	34x3½	36x4	w-sq						3		4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	
Gramm-Bernstein	4,000	2,300	146	pr-s	s-f	s	34x4	34x3½d	w-sq						3		4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		8.60-1	worm	
Gramm-Bernstein	5,000	2,700	156	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	
Gramm-Bernstein	7,000	3,400	158	pr-s	s-f	s	36x5	40x5d	c-hol						3		4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		8.75-1	worm	
Gramm-Bernstein	10,000	4,300	168	pr-s	s-f	s	36x6	40x6d	c-hol						3		4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	
Gramm-Bernstein	12,000	4,500	168	pr-s	s-f	s	36x6	40x7d	c-hol						3		4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	
Hahn C	2,000	1,750	136	pr-s		s	36x3½	36x5	w-ov						3		4	4⅛x5¼	2.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Hahn E	4,000	2,250	144	pr-s		s	36x4	36x4d	w-ov						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Hall	4,000	2,000	132	r-c	s-f	s	36x4	36x4d	w-sq	Timken					3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		9.25-1	worm	
Hall	7,500	2,800	144	r-c	s-f	s	36x5	36x5d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		10.51-1	worm	
Hall	10,000	3,400	144	r-c	s-f	s	36x5	40x6d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1½	g	d-d	sel	u-m		12.00-1	chn	
Harrison C	7,000			r-c	r	s	37x5	37x4½d	w-ov						3		4	4½x5	32.40	2-r	P		Bosch D-H			own	Scheb		g	c	sel	u-j		9.43-1	chn	
Harrison F	7,000			r-c	r	s	37x5	37x5d	w-sq						3		4	4½x5	32.40	2-r	P	sq-t	Bosch D-H			own	Stmbg		g	c	sel	u-j		9.60-1	chn	
Harvey W-F	5,000	2,500	150	r-c	s-f	s	36x4	36x7	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		7.75-1	worm	2½
Harvey W-H	7,000	3,250	160	r-c	s-f	s	36x5	36x5d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x6	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½
Harvey W-K	10,000	4,000	160	r-c	s-f	s	36x6	40x6d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4½x6	32.40	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½

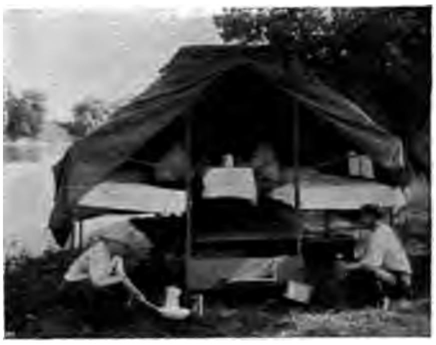
NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM		Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	TRANSMISSION					Size of Brake Banding
			FRAME			TIRES																													
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost					Clutch Type	Gearset Type and Location	Speeds	Total Gear Reduction in High	Final Drive	
Hawkeye H	2,500	1,300	136	r-c		s	34x3½	34x5	w-sq						3		4	3¾x5	22.50	b-h	G	fin	Eism S-H				Master		v	d-p	sel u-m			int-g	
Horner	3,000	2,250	145	pr-s	r	s	36x4	36x4	w-sq						3		4	4⅛x5¼	27.20	b	P	fin	D-H						g	d-d	sel			worm	
Horner	4,000	2,650	145	pr-s	r	s	36x4	36x3½d	w-sq						3		4	4⅛x5¼	27.20	b	P	fin	D-H						g	d-d	sel			worm	
Horner	6,000	3,200	145	r-c	r	s	36x5	40x4d	w-sq						3		4	4½x5½	32.40	2-o	P	fin	D-H						g	d-d	sel		9.40–1	worm	
Horner	10,000	4,200	156	r-c	r	s	38x6	42x6d	w-sq						3		4	5¼x5¾	44.20	2-o	P	fin	D-H						g	d-d	sel amid		13.42–1	worm	
Hurlburt	3,000	2,250	136	pr-s	r	s	34x4	34x5	w-ov						3		4	3¾x5½	22.50	b-r	P	cell	Eism S-F	Vesta	stock	Pierce	Flech		g	d-d	sel u-m		7.75–1	worm	
Hurlburt	4,000	3,000	148	pr-s	r	s	36x4	36x4d	w-ov						3		4	4⅛x5½	27.20	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech		g	c	sel amid		8.67–1	worm	
Hurlburt	7,000	3,500	146	pr-s	r	s	36x5	36x5d	w-ov						3		4	4¼x5½	29.00	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech		g	c	sel amid		8.67–1	worm	
Hurlburt	10,000	4,250	156	pr-s		s	36x5	38x6d	w-ov						4		6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech		g	d-d	sel amid		10.33–1	worm	
Hurlburt	14,000	5,000	156	pr-s		s	36x6	40x7d	w-ov						4		6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech		g	d-d	sel amid		11.33–1	worm	
Independent F	2,000	1,385	128	pr-s		s	36x3	36x4	w-sq			r	r	b	3	Cont	4	3½x5	19.61	b	P	z-z-t	Eism S-F	Jesco	100.00	Mon	Marvel	1	g	d-d	sel u-m		7¾–1	worm	1¾x14
Independent G	4,000	1,850	144	pr-s		s	36x3½	36x5	w-sq			r	r	b	3	Cont	4	4⅛x5¼	27.20	b	P	z-z-t	Eism S-F			Mon	Marvel	1¼	g	d-d	sel u-m		8⅔–1	worm	2½x17
I. H. C. H	1,500	1,225	115	pr-s	s-f	s	36x3	36x3½	w-ov						3		4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel amid		7.00–1	int-g	
I. H. C. F	2,000	1,500	128	pr-s	s-f	s	36x3½	36x4	w-ov						3		4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel amid		8.00–1	int-g	
Jeffery 1016	1,500	965	116	pr-s	flex	p	35x4½	35x4½	w-ov	own	f	b	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Dixie S-H	Bijur	stock		Stmbg	1¼		d-p	sel u-m		4.50–1	sp-b	16½x3
Jeffery 2016	3,000	1,465	130	pr-s	flex	p & s	34x4½	34x5	w-sq	Celfor	d	b	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Dixie S-H	Bijur	stock	Dup	Stmbg	1¼	g	d-p	sel u-m		8.10–1	int-g	16¼x3
Jeffery Quad 4016	4,000	2,850	124	pr-s	flex	s	36x5	36x5	c-d	own	d	b	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	cell	Dixie S-H	Bijur	125.00	Dup	Stmbg	1¼	g	d-p	ind-c amid		8.50–1	int-g-4	16¾x2¼
Kelly-Springfield K-31	3,000	2,000	144	pr-s	s-f	s	36x3½	36x6	w-sq						3		4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray		g	c	sel amid			chn	
Kelly-Springfield K-32	3,000	2,000	144	pr-s	s-f	s	36x3½	36x6	w-sq						3		4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray		g	c	sel amid			worm	
Kelly-Springfield K-36	5,000	2,750	144	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray		g	c	sel amid			worm	
Kelly-Springfield K-35	5,000	2,750	144	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray		g	c	sel amid			chn	
Kelly-Springfield K-40	7,000	3,400	150	pr-s	s-f	s	38x5	38x5d	w-sq						3		4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray		g	c	sel amid			chn	
Kelly-Springfield K-45	8,000	3,600	150	pr-s	s-f	s	38x5	40x6d	w-sq						3		4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray		g	c	sel amid			chn	
Kelly-Springfield K-50	10,000	4,250	150	pr-s	s-f	s	38x6	40x6d	w-sq						3		4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray		g	c	sel amid			chn	
Kelly-Springfield K-60	12,000	4,500	150	pr-s	s-f	s	38x6	40x7d	w-sq						3		4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray		g	c	sel amid			chn	
King	7,000	2,600	120	r-c	flex	s	36x5	36x5d	w-sq	own	d	b			3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-D			Pierce	Scheb	1½	g	d-d	ind-c u-j		8.67–1	chn	3½x¼
Kisselkar	1,500	950	124	pr-s	r	p	32x4	32x4	w-sq	own	f-f	b			3	own	4	3⅞x5½	24.22	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	c	sel u-m		4.58–1	sp-b	2x5/32
Kisselkar	2,000	1,250	132	pr-s	r	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r	3	own	4	3⅞x5½	24.22	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel u-m		6.50–1	worm	2x3/16
Kisselkar	4,000	1,875	144	pr-s	r	s	34x3½	36x6	w-sq	Timken	f-f	b			3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel u-m		9.25–1	worm	3¼x¼
Kisselkar	5,000	2,250	166	pr-s	r	s	34x4	36x4d	w-sq	Sheldon	s-f	b	r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel u-m		8.70–1	worm	2¼x½
Kisselkar	8,000	2,850	168	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	s-f	b	r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel amid		10.33–1	worm	2½x¼
Kisselkar	10,000	3,350	180	pr-s	r	s	36x6	36x6d	w-sq	Sheldon	s-f		r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H			Pierce	Stmbg	1¼	v	d-p	sel amid		10.33–1	worm	2½x¼
Kleiber AA	1,500	1,600	130	r-c	s-f	s	34x3	34x5	w-ov			r	r		3	Cont	4	3¾x5	22.50	b-r	T	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	d-p	sel u-m		6.75–1	worm	16x3¼
Kleiber A	3,000	2,250	140	r-c	s-f	s	36x3½	36x5	w-ov			r	r		3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel amid		6-50–1	worm	16x3¼
Kleiber BB	4,000	2,400	145	r-c	s-f	s	36x3½	36x6	w-sq			r	r			Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel amid		7.75–1	worm	17x3
Kleiber B	5,000	2,750	150	r-c	s-f	s	36x4	36x4d	w-sq			r	r		3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel amid		8.67–1	worm	18x2½
Kleiber C	7,000	3,500	160	r-c	s-f	s	36x5	36x5d	w-sq			r	r		3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1½	g	o-d	sel amid		8.75–1	worm	20x3
Kleiber D	10,000	4,500	170	r-c	s-f	s	36x6	40x6d	w-sq			r	r		3	Cont	4	5¼x5¾	44.20	2-o	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1½	g	o-d	sel amid		8.75–1	worm	24x3
Knickerbocker A	7,000	3,500	128	r-c	r	s	35x5	35x5d	w-sq						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H		stock	Pierce	Stmbg		g	c	sel u-m		3.50–1	chn	
Knickerbocker C	10,000	4,500	148	r-c	r	s	36x6	36x6d	w-sq						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H		stock	Pierce	Stmbg		g	c	sel u-m		3.50–1	chn	
Knox Tractor 35		4,500	108½	r-c	r	s	36x5	38x6d	c-hol	Timken	d				3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel u-j		9.60–1	chn	6½x20
Knox Tractor 36	6,000	5,000	108½	r-c	r	s	36x4	38x6d	c-hol	Timken	d				3	Knox	4	5x5½	40.09	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel u-j		12.05–1	chn	6½x20
Koehler K	2,000	895	129	r-c	r	s	34x3	34x3½	w-sq	Torb				r	3	own	4	3½x5	19.61	b-h	T	fin	Heinze S-F			opt	Zephyr	1	g	d-d	sel u-m		7.00–1	int-g	15x2¼
Krebs 40	3,000	2,050	146	pr-s		s	36x3½	36x5	w-sq						3		4	3¾x5¼	22.50	b-l	P	tube	Bosch S-H			own	Zenith		g	d-d	sel u-m		7.75–1	worm	
Krebs 60	4,000	2,375	162	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	tube	Bosch S-H			own	Zenith		g	d-d	sel amid		8.50–1	worm	
Krebs 90	7,000	3,250	180	pr-s	s-f	s	36x5	36x5d	w-sq						3		4	4½x5½	32.40	2-l	P	tube	Bosch S-H			own	Zenith		g	d-d	sel amid		10.33–1	worm	
Lambert V2	2,000	1,700	144	r-c	s-f	s	36x3½	36x4	w-sq						5		4	4¼x5¼	29.00	1-l	P	fin	Remy S-H		100.00	Pierce	Scheb		g		fric amid			chn	
Landshaft GI	2,000	1,250	124	r-c		s	34x3½	36x4	w-sq	Torb	d	b	b	r		Buda	4	3½x5⅛			T				75.00			1		p	sel			int-g	
Landshaft LI	4,000	1,650	144	r-c		s	34x4	36x6	w-sq	Torb	f	b	b	r		Buda	4	4⅛x5½			T				75.00			1¼		d	sel			int-g	
Lane A	1,500	1,075	150	r-c		s	34x4	36x6	w-sq	Timken					2	Cont	4	3¼x5	16.92	b-l	T	fin	G & D S-H	G & D	stock		Shak		g	o-d	sel u-m		6.20–1	worm	
Lange C	3,000	1,850	130	r-c	r	s	36x3½	38x4	w-ov						3		4	3¾x5¼	22.50	b-r	T	sq-t	Bosch S-H			Pierce	Stmbg		g	o-d	ind-c u-j		8.05–1	chn	
Lange B	5,000	2,450	136	r-c	r	s	36x4	38x6	w-ov						3		4	4⅛x5¼	27.20	b-r	T	sq-t	Bosch S-H			Pierce	Stmbg		g	o-d	ind-c u-j		9.21–1	chn	
Larrabee M	2,000	1,600	130	pr-s	s-f	s	34x3½	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel u-m		6.50–1	worm	2½
Larrabee N	3,000	2,000	140	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel u-m		7.75–1	worm	3
Larrabee R & S	5,000	2,400	154-166	pr-s	flex	s	36x4	36x7	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel u-m		8.66–1	worm	2¼
Lawson 35	1,000		112	pr-s		p	31x4	31x4	w-ov						3		4	3¾x4¼	22.50	b-r	T	cell	Dixie S-H	Split	opt		Scheb		g	o-p	sel u-m		4.30–1	b	
Lenox Amer. Tractor	8,000	4,250	192				60x18	60x18				½-f					4	5¾x7			P		Dixie				Carter				sel			4-w	
Lenox Amer. Tractor	3,000	2,000	144				48x10	48x10				½-f					4	4¾x5½			P		Dixie				Carter				sel			4-w	
Lincoln L	2,000	975	122	pr-s	s-f	p	33x5	33x5	w-ov						3		4	3½x5	19.61	b-r	T	tube	Dixie S-F	Delco	100.00	Mon	Zenith		v	c	sel u-m		6.50–1	b	
Lippard-Stewart MW	1,000	1,000	106	pr-s	s-f	p	33x4	33x4	w-ov						2		4	3¼x5	16.92	b-l	T	sq-t	Brlng S-F	Remy	stock	none	Zenith		g	c	sel amid		5.80–1	worm	
Lippard-Stewart W	1,500	1,600	125	pr-s	s-f	p	35x4½	35x4½	w-ov						3		4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	135.00	none	Zenith		g	c	sel amid		6.00–1	worm	
Lippard-Stewart H	2,000	2,000	145	pr-s	s-f	s	36x3	36x5	w-ov						3		4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	135.00	Pierce	Zenith		g	c	sel amid		6.75–1	worm	
Lippard-Stewart F	3,000	2,300	145	pr-s	flex	s	36x3½	36x3d	w-ov						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	135.00	Pierce	Zenith		g	c	sel amid		7.75–1	worm	
Lippard-Stewart G	4,000	2,600	158	pr-s	flex	s	36x4	36x4d	w-ov						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	135.00	Pierce	Zenith		g	c	sel amid		9.25–1	worm	
Little Giant 15	1,500	1,500	138	pr-s	s-f	p & s	34x4	34x3½	w-sq	Timken	f-f	r	r	r	3	Cont	4	3½x5	19.61	b-r	T	cell	Eism S-H		stock		Scheb	1	g	d-d	sel u-m		6.00–1	worm	15x2½
Little Giant H	2,000	1,400	110	r-I	s-f	s	36x3	36x3½	w-sq						3		4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H				Scheb		g	o-d	u-j		6.88–1	chn	
Little Giant H	3,000	1,500	110	r-c	s-f	s	36x3½	36x4	w-sq						3		4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H				Scheb		g	o-d	sel u-j		6.88–1	chn	
Little Giant 16	4,000	2,500	144	pr-s	s-f	s	36x4	36x6	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H				Scheb	1¼	g	d-d	sel u-m		7.75–1	worm	16x3¼
Luverne 17	4,000	2,000	150				36x3½	36x3½		Hess	f-f					Cont	6	3¾x5½			P		Bosch	West			Scheb	1¼		d	sel			int-g	2¼x16
Maccar L	3,000	2,100	150	pr-s	r	s	36x4	36x5	w-sq	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H			Pierce	Stmbg	1¼	g	d-d	sel u-m		6.75–1	worm	2½x½
Maccar H	5,000	2,600	162	pr-s	r	s	36x4	36x4d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼	g	d-d	sel u-m		7.75–1	worm	2¼x¼
Maccar M	7,000	3,250	174	pr-s	r	s	36x5	36x5d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼	g	d-d	sel u-m		10.20–1	worm	3x¼
Maccar U	11,000	4,150	186	pr-s	r	s	36x5	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼	g	d-d	sel amid		13.66–1	worm	3½x¼
Mack AB	2,000	2,000	144	pr-s	s-f	s	36x4	36x3½d	w-sq						3		4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg		g	d-d	sel u-m		6.29–1	chn	
Mack AB	2,000	2,000	144	pr-s	s-f	s	36x4	36x3½d	w-sq						3		4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg		g	d-d	sel u-m		7.00–1	worm	
Mack AB	3,000	2,350	162	pr-s	s-f	s	36x4	36x3½d	w-sq						3		4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg		g	d-d	sel u-m		7.75–1	worm	
Mack AB	3,000	2,350	162	pr-s	s-f	s	36x4	36x3½d	w-sq						3		4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg		g	d-d	sel u-m		6.99–1	chn	
Mack AB	4,000	2,700	162	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg		g	d-d	sel u-m		7.75–1	worm	
Mack AB	4,000	2,700	162	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg		g	d-d	sel u-m		6.99–1	chn	
Mack AC	7,000	3,400	156	pr-s	s-f	s	36x5	40x5d	w-sq						3		4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel u-j		7.54–1	chn	
Mack AC	11,000	4,000	156	pr-s	s-f	s	36x6	40x6d	w-sq						3		4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel u-j		8.40–1	chn	

Mack AC	15,000	4,500	156	pr-s	s-f	s	36x7	40x7d	w-sq						3		4	5 x6	40.00	2-r	P ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		11.58-1	chn	
Mack Tractor AC	14,000	3,400	119	pr-s	s-f	s	36x5	40x5d	w-sq						3		4	5 x6	40.00	2-r	P ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		12.42-1	chn	
Mack Tractor AC	22,000	4,000	119	pr-s	s-f	s	36x6	40x6d	w-sq						3		4	5 x6	40.00	2-r	P ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		11.58-1	chn	
Mack Tractor AC	30,000	4,500	119	pr-s	s-f	s	36x7	40x7d	w-sq						3		4	5 x6	40.00	2-r	P ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		14.10-1	chn	
Maxwell 25	500	535	103	pr-s	flex	p	30x3½	30x3½	w-ov						2		4	3⅝x4½	21.08	b-r	T fin	Simms D-H	Huff-S	stock		K.D		g	c	sel	u-m		3.59-1	b	
Menominee EW	1,500	1,295	124	r-c	s-f	c	36x4	37x5½	w-ov	Timken	w				3	Cont	4	3¾x5	22.50	b-r	T cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee FW	2,000	1,575	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w				3	Cont	4	3¾x5¼	22.50	b-l	P cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee H	3,000	1,775	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w				3	Cont	4	3¾x5¼	22.50	b-l	P cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee D	4,000	2,240	144	r-c	s-f	s	36x4	36x6	w-sq	Timken	w				3	Cont	4	4 x5¼	27.20	b-l	P cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee G	7,000	2,775	160	r-c	s-f	s	36x5	36x5d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P fin	Bosch S-H		opt	own	Stmbg		g			amid			worm	
Mercury Bulley Trac. A		3,400	71	r-c	r	s	34x4	38x4d	w-sq	own		b	b	r	3	Wisc	4	4¼x5	29.00	2-o	P cell	Bosch D-H	Bosch	stock	Pierce	Stmbg	1¼	g	d-p	ind-c	u-j		14.00-1	chn	
Mets 25	800	500	108				31x3½	31x3½		own			b	r		own	4	3⅞x4			T	Dixie	Delco	Stock		A-W-T	1		d	I-C				chn	
M. H. C.	1,800	1,050	148				34x4½	34x4½			f-f						6	3¼x4½			P	Delco				Stmbg			d	sel				worm	
M. H. C.	2,000	1,250	148				36x4½	36x4½			f-f						6	3½x5			P	Delco				Stmbg			d	sel				worm	
Moon A	1,000	850	125				33x4	33x4		Sheldon	f-f					Cont	4	3¼x5			P	Bosch				Stmbg	1¼		c	sel				b	2
Moon B	3,000	1,600	140	pr-s	r	s	36x3½	36x4	w-ov	Sheldon					3	Cont	4	3¾ 5¼	22.50	b-h	G z-z-t	Remy D			none	Stmbg	1¼	g	c	sel	u-j			chn	2
Moreland	1,500	1,290	114	pr-s	s-f	p	34x4½	34x4½	w-sq	Timken	s-f				3	Cont	4	3½x5	19.60	b-r	T cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	5.80-1	worm	13x2
Moreland 15-D	2,000	1,500	126	pr-s	s-f	s	34x3½	34x4	w-sq	Timken	s-f				3	Cont	4	3¾x5	22.50	b-r	T cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	6.00-1	worm	16x3¼
Moreland 15-B	3,000	2,100	126	pr-s	s-f	s	34x3½	34x5	w-sq	Timken	s-f				3	Cont	4	4⅛x5¼	27.30	b-l	P cell	Dixie S-H	opt	150.00	Pierce	Ensign	1¼	g	d	sel	u-m	3	7.00-1	worm	16x3¼
Moreland 15-C	5,000	2,750	144	pr-s	s-f	s	34x4	34x4d	w-sq	Timken	f-f				3	Cont	4	4½x5½	32.50	2-l	P cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	u-m	4	6.80-1	worm	16x3¼
Moreland 15-G	8,000	3,600	162	pr-s	s-f	s	36x5	38x5d	w-sq	Timken	f-f				3	Cont	4	4¾x6¾	36.15	2-l	P cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	amid	4	7.80-1	worm	18x3¾
Moreland 16-J	10,000	4,250	192	pr-s	s-f	s	36x6	40x6d	s-tr	Timken	f-f				3	Cont	4	4¾x6¾	36.15	2-r	P cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½		d	sel	amid	4	11.67-1	worm	24x4
Morton	6,000	4,250	108				40x6	40x6		Timken	f-f						4	4¾x6¾			P	Dixie				Carter			d	sel				worm	
Nelson & LeMoon E1	2,000	1,700	opt	r-c	r	s	36x3	36x4	w-sq	Timken		r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P sq-t	Bosch S		125.00	Mon	Ray	1¼		d-d	sel	u-m		6.75-1	worm	
Nelson & LeMoon E2	4,000	2,250	opt	r-c	r	s	36x4	36x7	w-sq	Timken		r	r	r	3	Cont	4	4 x5¼	27.20	b-l	P sq-t	Bosch P		125.00	Mon	Ray	1¼		d-d	sel	u-m		8.75-1	worm	
Nelson & LeMoon E3	6,000	3,100	opt	r-c	r	s	36x5	38x5d	w-sq	Timken		r	r	r	3	Cont	4	4½x5½	32.40	2-l	P sq-t	Bosch S-A		125.00	Mon	Ray	1¼		d-d	sel	u-m		8.75-1	worm	
Nelson & LeMoon E5	10,000	4,200	opt	r-c	r	s	36x6	40x6d	w-sq	Timken		r	r	r	3	Cont	4							125.00			1¼								
Netco D	4,000	2,450	144	pr-s	r	s	36x4	36x6	w-sq	Timken	f-f				3	Cont	4	4⅛x5¼	27.20	b-l	P fin	Eism S-F	G & D	200.00	none	Zenith	1¼	g	d-d	sel	u-m		8.50-1	worm	2¾
Netco E	4,000	2,650	144	pr-s	s-f	s	36x4	36x6	w-sq	Timken	f-f				3	Cont	6	3¾x5¼	33.75	3-r	P fin	G & D D-H	G & D	200.00	none	Zenith	1½	g	d-d	prog	u-m		8.50-1	worm	3
New York M	3,000	2,200	144	r-c	s-f	s	36x3½	36x5	w-sq						3		4	4⅛x5¼	27.20	b-l	P sq-t	Bosch S-F			Pierce	Stmbg		g	d-p	ind-c	u-m		7.75-1	worm	
Niles B	2,000	1,175	124	pr-s	flex	p	35x5	35x5	w-ov						3		4	3½x5	19.61	b-l	T sq-t	Eism S-H			Pierce	Stmbg		g	d-d	sel	u-m		6.50-1	worm	
Niles E	4,000	1,875	140	pr-s	flex	s	36x4	36x7	w-ov						3		4	4⅛x5¼	27.20	b-l	P z-z-t	Eism S-H			Pierce	Stmbg		g	d-p	sel	amid		8.50-1	worm	
Northwestern	3,000	2,150	140				34x3½	36x6				½-f					4	4⅛x5¼			P	Bosch				Stmbg			c	sel				worm	
Old Hickory	1,250	825	112	r-c	s-f	p	33x4	33x4	w-ov	Salis	s-f	b	b	r	2	Lycmg	4	3¼x5	16.92	b-r	T cell	Conn S-H	Dyneto	stock		Carter	1	g	c	sel	u-m		6.00-1	b	2x14
Old Reliable	3,000	1,950	150	pr-s	s-f	s	34x3	36x6	w-sq						3		4	3¾x5	22.50	b-l	P sq-t	Bosch S-H		stock		Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Old Reliable	4,000	2,450	150	r-c	s-f	s	34x4	36x4d	w-sq						4		4	4 x6	25.60	b-l	P sq-t	Bosch S-H		stock	Dup	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Old Reliable	5,000	2,750		r-c	r	s	34x4	36x4d	w-sq						3		4	4¼x5	29.00	2-o	P sq-t	Bosch S-H				Stmbg		g	o-d	sel	u-j			chn	
Old Reliable	6,000	3,250	150	r-c	s-f	s	34x5	36x5d	w-sq						4		4	4¼x6	29.00	b-l	P sq-t	Bosch S-H		stock	Dup	Stmbg		v	d-d	sel	u-m		8.75-1	worm	
Old Reliable	8,000	3,750		r-c	s-f	s	36x5	40x5d	w-sq						3		4	4¾x5½	36.15	2-o	P sq-t	Bosch S-H		stock	Dup	Stmbg		v	d-d	sel	amid		8.75-1	worm	
Old Reliable	8,000	3,750		r-c		s	36x6	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P sq-t	Bosch S-H		stock		Stmbg		g	o-d	sel	amid			chn	
Old Reliable	10,000	4,500	150	r-c	r	s	36x6	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P sq-t	Bosch S-H		stock	Dup	Stmbg		g	o-d	sel	amid			chn	
Old Reliable	14,000	5,000	150	r-c	r	s	36x6	40x7d	w-sq						2		4	5-1/10x5¾	41.62	2-o	P sq-t	Bosch S-H		stock	Dup	Stmbg		g	o-d	sel	u-j			chn	
Overland 75-B	800	625c	104	pr-s		p	31x4	31x4	w-ov						2		4	3⅜x5	18.21	b-r	T cell	Bat H		stock	none			g	c	sel	u-x			b	
Overland	1,200	725	106	pr-s		p	33x4½	33x4½	w-ov						5		4	4⅛x5½	27.20	b-r	T cell	Dixie H		stock	none			g	c	sel	u-x			b	
Packard 1-E	2,000	2,200	126	r-c	s-f	s	34x3½	34x6	w-sq						3		4	4 x5½	25.60	b-r	P cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	
Packard 1½-E	3,000	2,500	126	r-c	s-f	s	34x3½	34x3½d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	
Packard 2-E	4,000	2,800	144	r-c	s-f	s	34x4	34x4d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	7.25-1	worm	
Packard 3-E	6,000	3,400	156	r-c	s-f	s	36x5	36x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	9.00-1	worm	
Packard 4-E	8,000	3,800	156	r-c	s-f	s	36x5	40x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	10.00-1	worm	
Packard 5E	10,000	4,300	156	r-c	s-f	s	36x6	40x6d	St-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P cell	Dixie D-H	Bijur	180.00	own	own	1⅝	P	d-d	sel	amid	4	10.66-1	worm	
Packard 6E	12,000	4,550	156	r-c	s-f	s	36x6	46x7d	st-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	1	10.66-1	worm	
Packet	600	325	100	pr-s	r	p	28x3	28x3	w-ov	own	d	b	b	b	2	own	4	2¾x4	12.08	b-r	T fin	At-K S-A			none	Carter	1	g	c	fric	u-j		4.25-1	chn	1½x3/16
Palmer	2,000	1,350	132½	pr-s	r	s	34x3½	34x4	w-sq						3		4	3¾x5	22.50	b-r	T sq-t	Bosch S-F			none	Stmbg		g	d-d	sel	u-m			int-g	
Palmer	4,000	1,975	144	pr-s	r	s	36x3½	36x3½d	w-sq						3		4	4⅛x5¼	27.20	b-l	P sq-t	Bosch S-F			Pierce	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Palmer-Moore K	1,500	1,150	106	pr-s	r	s	36x3	36x3½	w-ov						3		4	3½x5⅛	19.61	b-r	T fin	Bosch S-A	opt		Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	
Palmer-Moore M	2,000	1,350	126	pr-s	r	s	36x3½	36x4	w-sq						3		4	3¾x5⅛	22.50	b-r	T fin	Bosch S-A	opt		Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	
Peerless TC2	4,000		145			s	36x4	36x4d		Timken	f	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G fin	Remy D-H			own	Stmbg	1½		c	sel	amid		6.00-1	worm	48x3½
Peerless TC3	6,000		151			s	36x4	40x4d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G fin	Remy D-H			own	Stmbg	1½		c	sel	u-j		7.45-1	chn	37x4
Peerless TC4	8,000		151			s	36x5	40x5d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G fin	Remy D-H			own	Stmbg	1½		c	sel	u-j		8.70-1	chn	37x4
Peerless TC5	10,000		151			s	38x6	42x6d		won	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G fin	Remy D-H			own	Stmbg	1½		c	sel	u-j		10.50-1	chn	37x4
Peerless TC6	12,000		151			s	38x7	42x7d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G fin	Remy D-H			own	Stmbg	1½		c	sel	u-j		10.50-1	chn	37x4
Pennsy 15	1,000	660	98	pr-s		p	30x3½	31x4	w-ov						2		4	4⅛x5½	27.20	b-r	T fin	Dixie S-F	Dyneto	75.00	none	Zenith		g	d-d	sel	u-m		4.75-1	b	
Pierce-Arrow	4,000	3,000	150	pr-s	flex	s	36x4	36x4d	w-ov	own	w	b		b	3	own	4	4x5½	25.60	2-o	P fin	Eism S-H	West	325.00	own	own		g	c	sel	amid	3	7.00-1	worm	3x18 13/16
Pierce-Arrow	10,000	4,500	168	pr-s	flex	s	36x5	40x6d	w-ov	own	w	b		b	3	own	4	4⅞x6	38.25	2-o	P fin	Eism D-H	West	325.00	own	own		g	c	sel	amid	3	7.80-1	worm	4¾x18
Pullman 4-24	1,000		114	pr-s	s-f	p	31x4	31x4	w-ov	Peru	f-f	b	b	r	4	G-B-S	4	3¾x4¼	22.50	b-l	T cell	Dixie S-H	Split	stock	none	Stmbg	1	g	o-d	sel	u-m		4.25-1	b	5/321½
Rainier	1,000	875	115	pr-s	r	p	33x4	33x4	w-sq	Timken	w	r	r	r	2	Light	4	3¼x4½	16.92	b-l	T fin	Dixie S-H	Split	85.00	none	Carter	1⅛	g	d-p	sel	u-m		5.80-1	worm	3/16x2
Reo F	1,500	1,000	120	pr-s	r	p	34x4½	34x4½	w-ov						3		4	4⅛x4½	27.20	2-r-h	P fin	Remy S-H	Remy	stock	none	Johns		g	d-d	sel	amid		4.30-1	sp-b	
Reo J	4,000	1,650	146	pr-s	r	s	36x4	36x3½d	w-sq						3		4	4⅛x4½	27.20	2-r-b	P fin	Nat D-H			own	Johns		g	d-d	sel	amid		8.70-1	chn	
Republic 9	1,500	760	120	pr-s	flex	c	32x3	32x3½	w-sq						2		4	3¼x5	16.92	b-l	T sq-t	Bosch S-F	Bosch	stock	Rugg			g	d-d	sel	u-m		5.36-1	int-g	
Republic 10	2,000		124	pr-s	s-f	s	34x3	34x4	w-sq						3		4	3½x5	19.61	b-l	T cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		7.00-1	int-g	
Republic 11	3,000		144	pr-s	s-f	s	34x3	34x5	w-sq						3		4	3¾x5	22.50	b-l	T cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	
Republic 12	4,000		144	pr-s	s-f	s	34x4	34x6	w-sq						3		4	4⅛x5½	27.20	b-l	P cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	
Republic T	6,000		165	pr-s	s-f	s	36x5	36x5d	c-d						3		4	4¼x5½	29.00	b-l	P cell	Bosch S-H	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		11.00-1	int-g	
Riker	6,000	3,600	170	pr-s	r	s	36x5	36x5d	w-sq	own	f-f				5	own	4	4¼x6	29.00	2-o	P fin	Bosch D-H	West	225.00	own	own		g	c	sel	amid		10.00-1	worm	
Riker	8,000	3,750	150	pr-s	r	s	36x5	36x6d	w-sq	own	f-f				5	own	4	4¼x6	29.00	2-o	P fin	Bosch D-H	West	225.00	own	own		g	c	sel	amid		10.00-1	worm	
Royal	2,000		124	r-c		s	34x4	34x5	w-sq						3		4	3¼x5	16.92	b-l	P cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	5,000		132	r-c		s	36x4½	36x6	w-sq						3		4	4 x6	25.60	b-l	P cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	7,000		158	r-c		s	36x5	38x5d	w-ov						3		4	4¼x6	29.00	b-l	P cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	10,000		168	r-c		s	36x6	40x6d	w-ov						3		4	4¾x5½	36.15	2-o	P cell	Bosch S-F		stock	Mon	Master		g	o-d	ind-c	amid			worm	
Royal	12,000		158	r-c		s	36x6	40x6d	w-ov						3		4	5⅛x6	42.20	2-o	P cell	Bosch S-F			Mon	Master		g	o-d	ind-c	amid			worm	
Royal	14,000		158	r-c		s	36x7	40x7d	w-ov						3		4	5¼x7	44.20	2-o	P cell	Bosch S-F			Mon	Master		g	o-d	ind-c	amid			chn	
Rush D	1,000	735	105	pr-s	flex	p	31x4	31x4	w-ov	Rush					2	Lycmg	4	3¼x5	16.92	b-r	T fin	Conn S-H	Split	stock		Carter	1	g	d-d	sel	u-m		4.42-1	b	1¾5/32
Sanford O	2,000	1,290	120	pr-s	flex	p	34x4½	35x5	w-sq	Celfor		r	r		3	Buda	4	3½x5⅛	19.61	b-r	T fin	Dixie S-F				Scheb	1	g	d-d	sel	u-m		7.00-1	int-g	
Sanford R	3,000	1,370	138	pr-s	s-f	s	36x3½	36x4	w-sq	Celfor		r	r		3	Buda	4	3½x5⅛	19.61	b-r	T fin	Dixie S-F				Scheb	1	g	d-d	sel	u-m		8.99-1	int-g	
Sanford S	4,000	2,100	150	r-c	flex	s	36x4	36x7	w-sq	Celfor		r	r		3	Buda	4	4¼x5½	29.00	b-r	P fin	Dixie S-F			Mon	Scheb	1¼	g	d-d	sel	u-m		9.00-1	int-g	
Saurer L	10,000	4,800	153	pr-s	s-f	s	36x5	42x5d	w-sq						3		4	4⅝x5½	34.28	2-o	P cell	Bosch S-H			own	own		p	c	sel	u-j		15.85-1	chn	
Saurer M	13,000	5,800	156	pr-s	s-f	s	36x5	42x6d	w-sq						3		4	4⅝x5½	34.28	2-o	P cell	Bosch S-H			own	own		p	c	sel	u-j		14.80-1	chn	
Schacht	3,000	2,650	138				38x3½	38x5		own	f-f	b	r			Buda	4	4¼x5½			P	Bosch				Scheb	1¼		c	sel				worm	17x3½
Schacht	4,000	2,800	144				38x4	38x4		own	f-f	b	r			Buda	4	4¼x5½			P	Bosch				Scheb	1¼		c	sel				worm	17x3½
Schacht	6,000	3,200	166				38x5	38x5		own	f-f	b	r			Buda	4	4¼x5½			P	Bosch				Scheb	1¼		c	sel				worm	17x3½
Schleicher	6,000	3,500	150	r-c	r	s	34x4½	34x3½d	w-ov						3		4	4¼x5½	29.00	2-r	P sq-t	Bosch D-H			opt	Stmbg		g						chn	
Schleicher	10,000	4,500	150	r-c	r	s	34x5	34x4d	w-ov	b b	b						4	5 x6	40.00	2-r	P sq-t	Bosch D-H				Stmbg		g	c	sel	amid		5.00-1	chn	
Selden G	1,500	985	110	pr-s	s-f	p	32x3½	33x4	w-sq	Sheldon		b	r	b	2	LeRoi	4	3⅛x4½	15.64	b-r	T sq-t	Eism S-F	Al-Ch	80.00	LeRoi	Scheb	1	g	d-d	sel	u-m		6.20-1	worm	33x1¾
Selden TL	2,000	1,850	126	pr-s	s-f	s	34x3	34x4	w-sq	Timken		r	r	r	3	Cont	4	3½x5	19.61	b-r	T sq-t	Bosch S-F	N-East	175.00	Pierce	Stmbg	1	g	d-d	sel	u-m		6.75-1	worm	54¾x3
Selden JC	4,000	2,150	150	pr-s	s-f	s	36x4	36x6	w-sq	Russel		r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P sq-t	Bosch S-F	N-East	150.00	Pierce	Stmbg	1	g	d-d	sel	u-m		9.45-1	int-g	51x2
Selden JWL	4,000	2,350	150	pr-s	s-f	s	36x4	36x6	w-sq	Timken							4	4⅛x5¼	27.20	b-l	P sq-t	Bosch S-F	N-East		Pierce	Stmbg	1	g	d-d	sel	u-m		9.25-1	worm	27x3½

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM		Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	TRANSMISSION					Size of Brake Banding
			Frame			Tires																													
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost					Clutch Type	Gearset Type and Location	Speeds	Total Gear Reduction in High	Final Drive	
Selden N	7,000	3,150	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken							4	4½x5½	32.40	2-l	P	sq-t	Eism S-H	N-East	175.00	Pierce	Stmbg	1¼	g	d-d	sel u-m		10.33-1	worm	33x3¾
Service 120	2,000	1,425	137	pr-s	flex	s	34x3	34x4	w-sq	Timken		r	r	r	3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Bosch S-H	West	120.00	Pierce	Stmbg	1	v	d-d	sel amid		7.00-1	worm	16x3½
Service 130	3,000	2,100	150	pr-s	s-f	s	36x3½	35x5	w-sq	Timken		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1¼	g	d-p	sel amid		7-75-1	worm	16x3½
Service 140	4,000	2,350	160	pr-s	s-f	s	36x5	36x7	w-sq	Timken		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1¼	g	d-p	sel amid		7.75-1	worm	16x3½
Service 170	7,000	3,100	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken		r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1¼	g	d-p	sel amid		8.75-1	worm	18x3½
Service 175	7,000	3,350	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken		r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1½	v	d-p	sel amid		7.8-1	worm	18x3½
Service 200	10,000	4,150	171½	pr-s	s-f	s	36x6	40x6d	w-sq	Timken		r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1½	v	d-p	sel amid		11⅔-1	worm	24x4
Sheirdan	1,000	490	104				31x3½	31x3½			f-f						4	3⅛x4			T		Bosch				Carter			d	sel			b	
Signal F	2,000	1,550	144	pr-s	s-f	s	34x3	36x4	w-sq						3		4	3¾x5¼	22.50	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel u-m		7.75-1	worm	
Signal H	3,000	1,800	144	pr-s	s-f	s	34x3½	36x5	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel u-m		8.50-1	worm	
Signal J	4,000	2,100	150	pr-s	s-f	s	34x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel u-m		9.25-1	worm	
Signal M	7,000	3,000	168	pr-s	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel u-m		10.33-1	worm	
Signal R	10,000	4,000	180	pr-s	s-f	s	36x6	40x6d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel amid		13.66-1	worm	
Standard 70	4,000	2,000	140			s	36x4	36x6							3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-A			Mon	Scheb			c	sel amid		7.75-1	worm	
Standard 60	7,000	2,850	144			s	36x5	36x5d							3		4	4½x5¼	32.40	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel u-m		10.33-1	worm	
Standard 40	8,000	3,025	144			s	36x5	36x5d							3		4	4½x5¼	32.40	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel u-m		9.50-1	chn	
Standard 50	10,000	3,400	144			s	36x5	40x6d							3		4	4¼x5¼	29.00	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel u-m		13.00-1	worm	
Steele C	4,000	2,250	115	r-c	s-f	s	38x5	40x4d	c-cr						3		4	4⅛x5¼	27.20	b-r	P	cell	At-K S-A	Carlton	stock	own	Stmbg			o-d	ind-c u-j		9.51-1	chn	
Steele B	6,000	3,000	127	r-c	s-f	s	38x6	40x5d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c u-j		9.21-1	chn	
Steele BA	8,000	3,500	127	r-c	s-f	s	38x6	40x5d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c u-j		9.21-1	chn	
Steele A	10,000	4,000	127	r-c	s-f	s	38x7	40x6d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c u-j		9.58-1	chn	
Stegeman	3,000	1,900	150	pr-s	flex	s	34x3½	36x5	w-sq	own		r	r	r		Cont	6	3¼x4½	25.39	b-l	P	sq-t	West S-A	West	stock	Pierce	Ray		g	d-d	sel u-m		7.75-1	worm	2½x10½
Stegeman	5,000	2,500	144	pr-s	flex	s	34x4	36x4d	w-sq	own		r	r	r		Cont	6	3½x5¼	29.45	b-l	P	fin	West S-A	West	stock	Pierce	Ray		g	d-d	sel u-m		9.25-1	worm	2½x10½
Stegeman	7,000	3,000	156	pr-s	flex	s	36x4	40x5d	w-sq	own		r	r	r		Cont	6	3¾x5¼	33.75	2-l	P	fin	West S-A	West	stock	Pierce	Ray		g	d-d	sel u-m		10.33-1	worm	2½x10½
Stegeman	10,000	4,000	170	pr-s	flex	s	36x5	40x6d	w-sq	own		r	r	r		Cont	6	3¾x5¼	33.75	2-l	P	fin	West S-A	West	stock	Pierce	Ray		g	d-d	sel u-m		11.00-1	worm	2½x10½
Sterling	5,000	2,800	156	pr-s	r	s	36x4	36x4d	w-sq	Sheldon		r	r	r	3	Wauk	9	4¼x5¾	29.00	2-r	P	fin	Eism S-A		35.00	Wauk	Holley		g	d-d	sel u-m		7.70-1	worm	
Sterling	7,000	3,400	158	pr-s	r	s	36x5	36x5d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¼x5¾	29.00	2-r	P	fin	Eism S-A		35.00	Wauk			g	d-d	sel u-m		8.75-1	worm	
Sterling	10,000	4,500	168	pr-s		s	36x5	40x6d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¾x6¾	36.15	2-r	P	fin	Eism D-H		35.00	Wauk	Holley		g	d-d	sel amid		8.75-1	worm	
Sterling	14,000	4,750	168	pr-s		s	36x6	40x7d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¾x6¾	36.15	2-o	P	fin	Eism D-H		35.00	Wauk			g	d-d	sel amid		11.67-1	chn	
Stewart 6	1,500	795	110	pr-s	s-f	p	32x4	32x4	w-ov						2	Ster	4	3 x4¼	14.40	b-l-b	T	fin	Dixie S-F			none	Zenith		g	d-p	sel u-m		6.00-1	int-g	
Stewart 3	2,000	1,390	118	pr-s	s-f	p	34x4½	34x4½	w-ov						3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S F			none	Zenith		g	d-p	sel u-m		6.00-1	int-g	
Stewart 4	2,500	1,485	140	pr-s	s-f	s	34x3½	34x5	w-sq						3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F			none	Zenith		g	d-p	sel u-m		7.00-1	int-g	
Studebaker SF	1,000	785	112	pr-s	r	p	34x4	34x4	w-ov						3		4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel u-x		4.60-1	b	
Studebaker 7	2,000	1,100	125	pr-s	r	p	35x5	35x5	w-ov						3		4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel u-x		5.00-1	b	
Sullivan G	3,000	1,650	129	r-c	s-f	s	36x3	36x4	w-sq						3		4	3¾x4½	22.50	b-r	T	fin	Bosch S-F				Holley		g	c	sel u-j		8.50-1	chn	
Sullivan E	4,000	2,250	150	pr-s	s-f	s	36x4	36x6	w-sq						3		4	4⅛x5½	27.20	b-r	P	fin	Bosch S-F				Holley		v	d-d	sel u-m		9.25-1	worm	
Superior A	2,000	1,350	124	pr-s		s	34x3½	34x4	w-sq						3		4	3½x5	19.61	b-h	T	sq-t	Eism S-F			Mon	Stmbg		v	d-d	sel u-m		7.00-1	int-g	
Superior C	4,000	1,800	144	pr-s		s	36x4	36x6	w-sq						3		4	3¾x5	22.50	b-h	G	sq-t	Eism S-F			Mon	Stmbg		v	d-d	sel u-m		9.00-1	int-g	
Thomas 40	5,000	2,700	150	pr-s	s-f	s	34x4	34x4d	w-sq						3		4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch	stock	Dup	Bergen		g	d-d	sel u-m		8.50-1	worm	
Tiffin A	1,500	1,190	110	pr-s	flex	p	35x4½	35x4½	w-ov	Russel		b	b	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H		100.00	none	Scheb	1	g	c	sel u-m		6.80-1	int-g	
Tiffin AW	2,000	1,450	112	pr-s	flex	s	34x3	34x4	w-sq	Sheldon		b	r	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H		100.00	Pierce	Scheb	1	g	d-d	sel u-m		6.50-1	worm	
Tiffin GW	3,000	1,790	135	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon		b	r	b	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	d-d	sel u-m		8.60-1	worm	
Tiffin MC	5,000	2,360	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	d	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	c	sel amid		8.80-1	chn	
Tiffin MW	5,000	2,500	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken		r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	c	sel amid		7.75-1	worm	
Tiffin RW	10,000	4,250	168	r-I	s-f	s	36x5	40x5d	w-sq	Sheldon		r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel amid		11.70-1	worm	
Tiffin SW	12,000	4,550	168	r-I	s-f	s	36x6	40x6d	w-sq	Sheldon		r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel amid		11.70-1	worm	
Transport Tractor T	10,000	2,500	80	r-c	r	s	34x3½	34x4d	w-ov						3		4	3½x5⅛	19.61	b-r	T	cell	Bosch S-F				Zenith	1	g	d-d	sel u-m			worm	
Union B	5,000	1,875	150	pr-s	flex	s	39x4	39x6	w-sq	Russel		b-r	r	r	4	Wisc	4	4 x6	25.60	b-l	P	fin				none	Scheb	1¼	g	o-d	sel u-m		7.75-1	int-g	2
United BSW	4,000	2,250	144	r-c	r	s	36x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	opt		Mon	Stmbg		g	d-d	sel u-m		8.66-1	worm	
United CSW	7,000	2,900	144	r-c	r	s	36x5	36x5d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Eism S-H	opt		Mon	Stmbg		g	d-d	sel u-m		8.75-1	worm	
United DSW	8,000	3,300	144	r-c	r	s	36x5	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P	cell	Eism S-H	opt		Mon	Stmbg		g	d-d	sel u-m		8.75-1	worm	
United ESW	10,000	3,900	144	r-c	r	s	36x6	40x6d	c-cr						3		4	5-1/10x5½	41.62	2-o	P	fin	Eism S-H	opt	200.00	Pierce	Stmbg		g	d-d	sel u-m		11.75-1	worm	
U. S. E	4,000	2,200	132	r-c	s-f	s	34x3½	36x3½d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c amid		8.16-1	chn	
U. S. H	4,000	2,500	144	r-c	s-f	s	34x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c amid		8.66-1	worm	
U. S. D	6,000	2,700	144	r-c	s-f	s	34x5	36x5d	w-sq						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c amid		8.01-1	chn	
U. S. J	7,000	3,150	156	r-c	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c amid		11.70-1	worm	
U. S. K	10,000	4,000	168	r-c	s-f	s	36x6	40x6d	w-sq						3		4	4¾x6¼	36.15	2-l	P	sq-t	Bosch D-H			Wauk	Stmbg		g	c	ind-c amid		8.75-1	worm	
Universal G	3,000	1,950	133	r-c	r	s	34x3½	34x5	w-ov						2		4	3¾x5¼	22.50	b-r	T	fin	Eism		stock	own	Zenith		g	d-p	sel u-m		7.25-1	worm	
Universal D	4,000	2,800	132	r-c	r	s	36x4	36x4d	w-ov						3		4	4 x5½	25.60	2-l	P	cell	Eism		stock	own	Heath		g	d-d	sel amid		9.16-1	chn	
Universal A	6,000	3,400	132	r-I	r	s	36x5	36x5d	w-ov						3		4	4 x5½	25.60	2-o	P	cell	Eism D-H		stock	own	Heath		g	d-d	sel amid		10.29-1	chn	
Velie 25	4,000	2,250	150	pr-s	flex	s	36x4	36x3½d	w-sq	Timken					3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	Remy	120.00	Pierce	Stmbg	1¼	v	d-p	sel amid		6.00-1	worm	3½x16
Velie 26	7,000	3,350	172	pr-s	flex	s	36x5	40x5d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H			Pierce	Stmbg	1¼	c	d-p	sel amid		10.30-1	worm	4x18
Vim 20	1,000	665	102	pr-s		p	31x4	31x4							3		4	3 x4½	14.40	b-r	T	fin	Dixie				Zenith			c	sel u-m		5.25-1	b	
Walter C	7,000	4,200	132	pr-s	flex	s	40x6	40x6	c-d						3		4	4⅜x6	30.65	b-l	P	fin	Eism S-A				H & N		g	c	sel u-m		8.50-1	ext-g	
Walter B	15,000	4,750	162	pr-s	flex	s	36x6	40x6	c-hol						3		4	4⅜x6	30.65	b-l	P	fin	Eism S-F				H & N		g	c	sel u-m		7.85-1	ext-g	
Watson Tractor	10,000	4,050	80	r-c	flex	s	34x4	36x5d	w-sq	Timken		r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch D-H			Pierce	Zenith		g	d-d	sel u-m		10.30-1	worm	3½x18
White BGBE	1,500	2,100	133½	pr-s		p	34x4½	34x4½	w-ov						2		4	3¾x5⅛	22.50	b-r	P	cell	Bosch S-H		extra		own		g	o-p	sel amid			b	
White TBC	3,000	3,000	145½	pr-s		p	36x4½	36x4½d	w-ov						2		4	3¾x5⅛	22.50	b-r	P	cell	Bosch S-H		extra		own		g	o-p	sel amid			red	
White TAD	6,000	3,700	163	r-I	r	s	36x5	40x5d	c-x						2		4	3¾x5⅛	22.50	b-r	P	cell	Bosch S-H				own		g	o-p	sel amid			chn	
White TCD	10,000	4,500	169	r-I		s	36x5	40x6d	c-x						3		4	4¼x6⅜	29.00	b-r	P	cell	Bosch S-H				own		g	o-p	sel amid			chn	
Wilson E	4,000	2,350	144	r-c	s-f	s	36x4	36x4d	w-ov	Sheldon		r	r	b	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Pierce	Marvel	1¼	g	c	sel amid		8.60-1	worm	18x2½
Wisconsin B	2,500	1,650	136	pr-s	s-f	s	34x3½	34x4	w-ov						3		4	3½x4	19.61	b-r	P	cell	Eism S-H			Wauk	Master		g	d-d	sel u-m		7.75-1	worm	
Wisconsin C	5,000	2,500	156	pr-s	s-f	s	36x4	36x6	w-ov						3		4	4 x5¾	25.60	2-r	P	cell	Eism S-H			Wauk	Master		g	d-d	sel u-m		8.75-1	worm	
Zeitler & Lamson	3,000	1,850	150	pr-s	s-f	s	36x3½	36x5	w-sq						3		4	4 x5	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c u-m		7.75-1	worm	
Zeitler & Lamson	5,000	2,450	160	pr-s	s-f	s	36x4	36x7	w-sq						3		4	4 x6	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c u-m		8.75-1	worm	
Zeitler & Lamson	7,000	3,150	170	r-c	s-f	s	36x5	40x5d	c-d						3		4	4¾x5½	36.15	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c amid		11.75-1	worm	
Zeitler & Lamson	10,000	4,150	180	r-c	s-f	s	36x6	40x6d	c-d						3		4	5-1/10x5½	41.62	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c amid		11.75-1	worm	

The Camp Mobile

The call of the wild comes sometime or other to every red-blooded man or woman and realizing this the Cozy Trailer and Equipment Co. of 46 Kentucky avenue, Indianapolis, have put on the market an equipment known as the Camp Mobile, illustrated on this page. This equipment is in a neatly packed closed trailer, which can be attached to the rear of an automobile and comprises the latest improvements for comfort, convenience and utility in camp.



Differing from many camp outfits, this one has a solid canopy deck in the top, made of hardwood frame slats, covered with a heavy rubber coated material, thus assuring a rigid and weatherproof protection overhead. The side walls of the tent are heavy weight double filled khaki, closely woven, waterproof duck with screen ventilators. The equipment consists of two double spring beds, 42" wide, and two regular bed mattresses; a collapsible table, gasoline stove, ice box, lockers and shelves.

The wheels are artillery auto style with either solid or pneumatic tires. The body, a cabinet made type with hardwood sills, wrought iron braces, tongue and groove dust-proof floor, has an unusual high finish. The weight of the outfit is 600 lbs., shipping weight about 775 lbs.

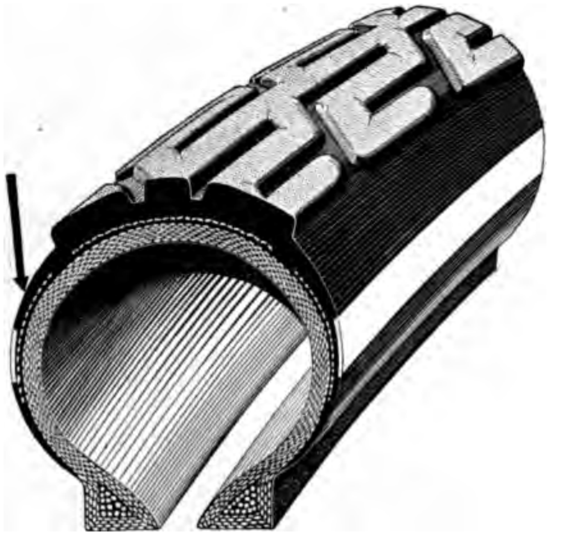
By removing camping equipment the camp mobile may be used as a commercial trailer with top if desired.

My-Cue-Carbureter

A new carbureter using the trade name My-Cue, has recently been put on the market by the My-Cue Engineering & Machine Works of Niagara Falls, N. Y. The constructional features of this device is a long flaring mixing chamber and a long stroke governor valve. When the engine speeds up the valves lift further off the seat, increasing the air space between the governor valve and the chamber wall, thus increasing the volume of air and gasoline. The adjustments are simple, there being one low-speed needle valve to adjust for low speed and a high-speed valve for high speed operation. The float is accurately set at the factory for ordinary running.

Amazon Anti-Blowout Tire

A new tire here illustrated, that is said to be proof against blowouts, is being manufactured and marketed by the Amazon Rubber Co. of Akron, O. The Anti-blowout feature is a simple yet ingenious improvement. An extra fabric reinforcement or breaker strip, is built into the side walls of the tire, the place where all bending, straining and twisting action is taken. The side-wall breaker strip encircling the tire binds it into an inseparable unit, prevents the side walls from bulging and does not in any way detract from the resiliency. It is claimed that the tire will stand brutal treatment and deliver unusually great mileage. The tire is distinctive in appearance, having a jet black body with one-inch white stripe on the sides, and is made only in non-skid style.



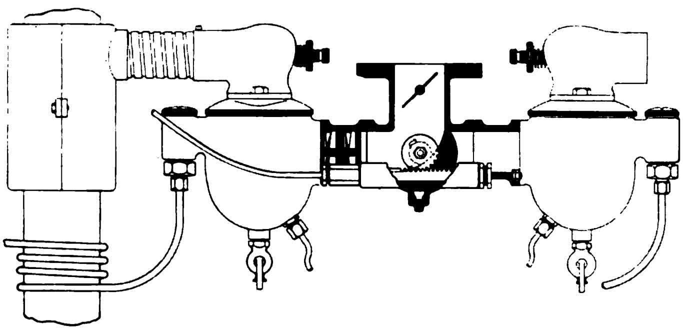
A New Tar Remover

Pontoklene is the name of a new tar remover put on the market by E. I. Du Pont De Nemours & Co. of Wilmington, Del. This new product it is claimed will remove road tar without marring the finish of the car, and best of all with very little rubbing. It is put up in half gallon cans, packed 24 to the case.

Rhamstine Kerosene Adapter

The Rhamstine Kerosene Adapter as shown in the illustration is a new device designed to be used in combination with standard gasoline carbureters on trucks and tractors, and consists of several unique features for which is claimed the proper formation of a homogenous gas from kerosene.

One of the distinctive features found in this system, is the selective fuel valve operated by the familiar steering column control. The many disadvantages in a system of kerosene carburetion which enables the motor to be started on the heavy fuel, led to the development of this valve and the kerosene attenuator. At the moment of starting the motor, for which purpose a carbuterer supplied by a small tank of gasoline is employed, this valve instantaneously shifts the operation of the motor, to the kerosene or heavy fuel without misfire or a perceptible difference in performance. Emphasis is brought to bear on the simplicity and ease of control in such a system, in as much as only a slight movement of the driver's hand is required to shift the fuel when the valve closes on one side and opens on the other, admitting either the gasoline-air mixture or the kerosene-air mixture, as desired. By using this three-way valve, both the gasoline carbureter and the kerosene carbureter are subject to individual adjustment.

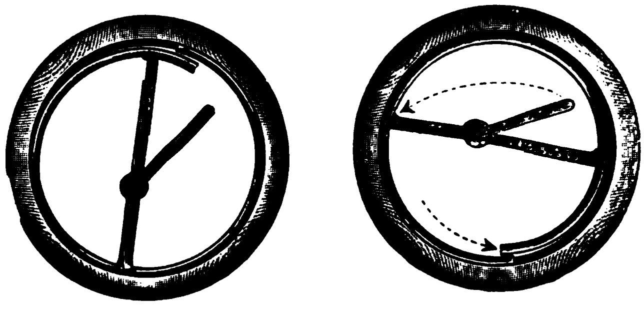


In order to thoroughly vaporize the low grade fuel and convert the gas into a warm, dry, combustible charge, which cannot be accomplished by the carbureter alone, some method must be employed. This is accomplished in the Rhamstine Adapter by mechanical agitation. Integrally located in the manifold which carries the kerosene unit, is a series of fans, separated by wire gauze discs, through which the kerosene-air mixture passes, and where the process of complete evaporation takes place. Provision is made in assembling the adapter, to heat both the air and the kerosene fuel, by means of the exhaust. To allow for possible space restriction an additional porthole is built in the valve allowing a choice for the carbureter connections. Several official tests have been made and these show a fuel saving amounting to about fifty per cent.

The adapters are being made in Detroit but the office of the Rhamstine Kerosene Adapter Corporation is in Washington, D. C., where the invention was developed.

Banker Truck Windshield

A new windshield especially designed to meet the requirements of commercial cars and trucks has recently been brought out by the Banker Windshield Co. of Summerlea & Ellsworth avenues, Pittsburgh, Pa. It is known as their Model 11 and is built of extra heavy material throughout. The hinges are of the friction type and are equipped with wing nuts. The glass is set in rubber channels, protected by heavy steel tubing. The makers have endeavored to combine simplicity and strength so that they are enabled to guarantee the shield not to rattle. They are sold in the following sizes: 25 x 40½ in. and 28 x 40½ in. without filler board and 29 x 40½ and 32 x 40½ in. with filler board.



EUREKA RIM COMPRESSOR

Another device brought out by this same company is a rubber weatherstrip for windshields. This is designed to fit on the upper edge of the lower glass, and when the upper glass is in a verticle position the lip is forced tight against the upper glass making a water-tight connection. The object is to do away with the discomfort experienced by having sleet, rain and cold air continually blowing through the two lights of the shield. It is easily adjusted to any windshield.

Badger Jacks

Two new "Badger" Jacks are offered by the Walker Mfg. Co. of Racine. The geared jack has a worm drive with very high gear ratio. The screw jack has two bevel gears operated by pawls through a long pointed handle. The "Story of a Jack" is an interesting booklet describing jacks, that may be had for the asking.

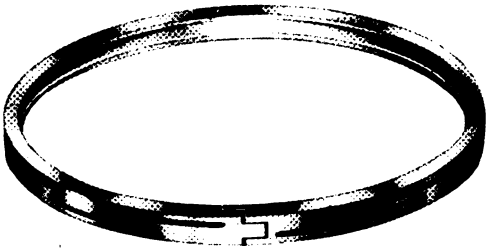
BADGER JACKS

Curtis Correct Pressure Tire Filling Station

This device is a new one designed to insure the user against carrying too much or too little air in his tires. The filling station is equipped with two gauges, one showing pressure carried in the tank, the other registers the pressure of air that goes into the tire. It works in this way: You turn the handle of the dial so that the dial registers the size of the tire to be filled. The correct amount of air will then be carried in the tire regardless of the pressure in the tank. Inasmuch as fully one-third tire trouble is caused by over or under inflation, the station should fill a much desired want. The station is the pillar type to be installed at the curb, and is attractively enameled. The hose is stored in a locker compartment in the base. Height of the station overall is 9 ft. 6 in. and the size of the base plate is 9 in. by 18 in. The outfit includes a 25-watt tungsten lamp with a transparent "Free Air" sign and 30 feet of oil-proof air hose with automatic tire chuck. This is a product of the Curtis Pneumatic Mchy. Co., St. Louis, Mo.

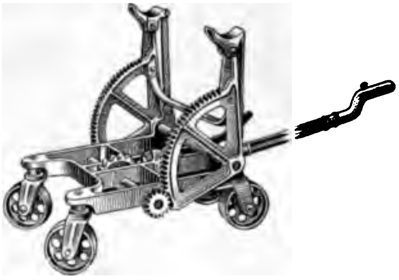
Harward Piston Ring

A new entrant into the piston ring field is the Harward Manufacturing Company, of St. Louis, Mo. After a series of practical tests and experiment, this concern has developed a One-Piece Ring of unique construction, as shown by the accompanying cut. The joint is made with a short lap to prevent carbon deposits from retarding the free movement of the ring in expanding and contracting. Two rows of separate oil pockets are cut into the outside surface for receiving and distributing excesses of oil, which would otherwise pass upwards into the combustion chamber. This heavy film of oil helps to produce high compression. There are also one or two other features introduced in the ring construction: an important one of which is not visible to the eye, but is a certain quality put into the ring by a new process of manufacturing.



Brunk Automatic Auto Jack

A new jack, illustrated, that will raise any automobile from nine to twenty-two inches off the floor and permit the car to be shifted sideways or moved in any direction, has recently been introduced by the Brunk Manufacturing Company, of St. Louis, Mo.



The Jack is made of malleable iron and steel. All parts are numbered and made by jigs, so that they may be ordered by number and will fit when received. The sector arm is engaged on spur gear and is mounted with movable shoe which is guided by regulating rod to keep shoe in horizontal position at all times. The spur gear is operated by lever handle connected to double dog, triggers and single trip, which is regulated by handle on the left side of lever handle in stay plate on back end of jack. The caster wheels are equipped with roller bearings, and casters are arranged on cone and double set of ball truss bearings. The lever handle is adjustable, made in two sections to enable you to use it for heavy or light loads.

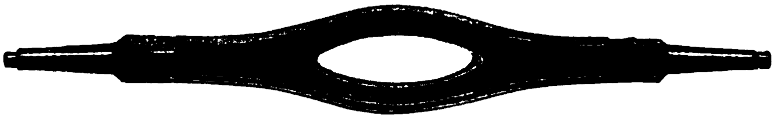
The jack will not topple over, nor will it allow an automobile to slip or fall during the course of operation.

Ton-A-Ford Extension Chassis

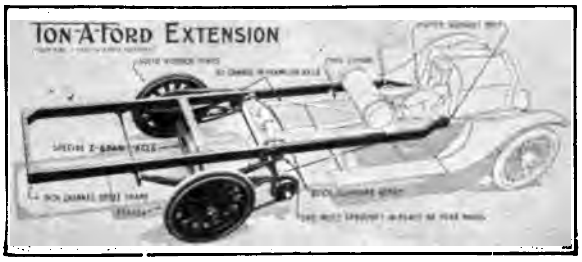
There have been many interesting developments during the past year in what has been termed an "industry within an industry," that is, the manufacture of extension units for converting Ford cars into one-ton trucks.

The latest development in this industry is the Ton-a-Ford Extension Chassis made by the Ton-a-Ford Truck Company, Racine, Wis. While the frame is similar to other Ford converters of chain-drive type, this extension has many novel features and improvements.

This company claim that theirs is the only practical convertible extension because it can be converted back again to the original Ford pleasure car or light delivery car by removing the extension and replacing the Ford rear wheels and body. This convertibility has been made possible through the fact that the Ford rear axle and frame are kept intact when attaching the extension—the axle does not have to be cut off nor is the Ford spring removed. This also eliminates the need for machining a cut-off axle, together with the attendant expense. The change from Ford car to a truck, and vice versa, requires but a very short time.



No drilling of holes in the Ford chassis is necessary, the extension being fastened by quick clamping devices and bolts into original holes in the Ford frame.



A feature that has been given special study is the production of an axle that would carry the 50 per cent overload without buckling. The company thereupon produced the specially designed I-beam axle as illustrated.

As in other Ford converters of the chain-drive type, the Ford rear axle becomes a jack shaft. To this jack shaft and the rear wheels special one-piece sprockets are fastened and rapidly connected with the driving chains. These one-piece sprockets have each been specially designed and patents have been applied for. They obviate the bolting together of sprocket plates necessitated by other forms of sprockets.

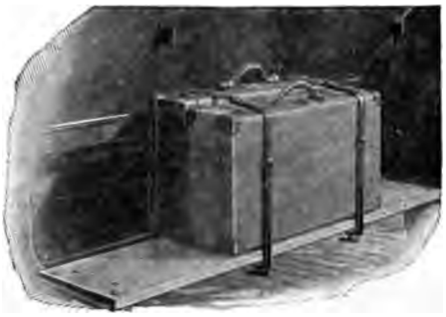
The rear wheels are of artillery type, extra heavy and strong enough for a two-ton truck, equipped with Goodrich standard solid tires.

The gear ratio is about 7 to 1, the springs are 2 in. x 44 in., with a relief spring over the axle. The extension weighs about 1,000 pounds, has a wheel base of 127 inches with 9, 10 and 12 ft. loading spaces, and has a carrying capacity of 1½ tons.

With each extension chassis is furnished an automatic oiling system for the Ford motor, with sight feed fitting on the dashboard.

Halladay Suit Case Carrier

This is a simple device to be placed on the running board of an automobile, suitable for carrying packages or suitcases. A ¼-hole drilled in the inner edge of the running board is all the work necessary to attach the carrier to the car. The metal uprights slide together so that any width package may be carried, as can be seen



from the accompanying illustration. L. P. Halladay Co. of Streator, Ill., are the manufacturers.

Eureka Rim Compressor

The Eureka Rim Compressor here illustrated, is a tool used for removing and replacing tires used on demountable rims of the split type. The eccentric bearing and long handle give a tremendous leverage, enough to split any rim. The manufacturers claim there is no danger of pinching the inner tube with this device and that twelve seconds is all the time required to remove a tire. Manufactured by Eureka Rim Compressor, Addison, N. Y.

Sterns Puncture Proof Tube

Under the trade name "Sternwear," the Sterns Tire & Tube Co., of St. Louis, are showing a new tube claimed to be puncture-proof. The tube is the invention of Edward O. Sterns, who is president of the St. Louis company. The tube is constructed of a light resilient rubber compound, and is made absolutely wear-proof, by the presence of a layer of rubber material between two layers of fabric, permitting expansion only at the base of the tube, where it is protected by the rim. The purpose of the two layers of fabric, is to hold the inner layer of rubber in a normal state, assuring the immediate closing up of an injury, caused by nails, glass, etc., that might penetrate the tube. It is also claimed that this method of tube construction overcomes the possibility of blowouts resulting from stone cuts which may injure the casing through to the tube surface.

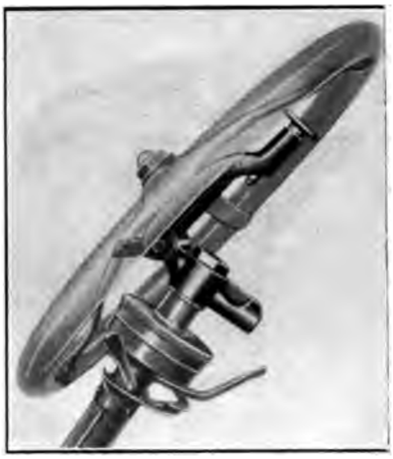
Indestructible Steel Lined Brake Shoes for Ford Cars

The Humboldt Machine & Stamping Co. of Long Island City, N. Y., have recently put on the market a brake shoe decidedly different from the usual lined brake shoes for Fords, being made of steel throughout. Because of this they are claimed to be indestructible and will last as long as the car. The lining is wire woven asbestos. Packed in cartons containing one complete set including springs.

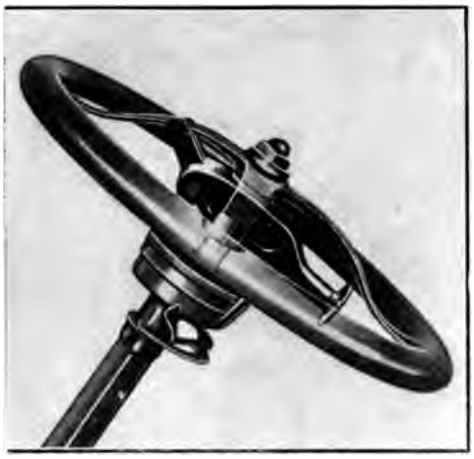
The Dale Body Co. has been formed as a subsidiary to the Allen Motor Car Co. and as a part of the community company is building at Fostoria, Ohio, by adding factories. Other organizations are to be formed.

New Wheeltilt for Fords

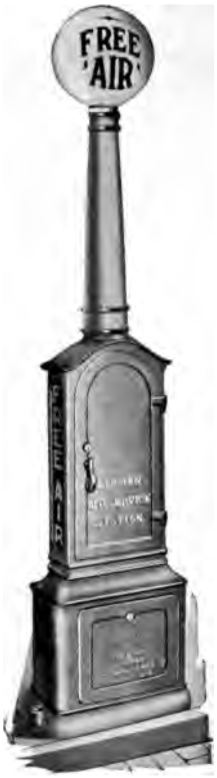
A snap hinge, one side of which is bolted to the end of the steering column and the other attached to the steering wheel hub is a device which converts the Ford steering wheel into a tilting type. The wheel is held in the steering position by a latch, which may be snapped out, allowing the wheel to assume the tilting position. It is claimed by the manufacturers, Warner Gear Co., Muncie, Ind., that the device can be fitted to the regular Ford steering wheel in five minutes, no machine work being necessary.



IN TILTING POSITION



WARNER WHEEL TILT



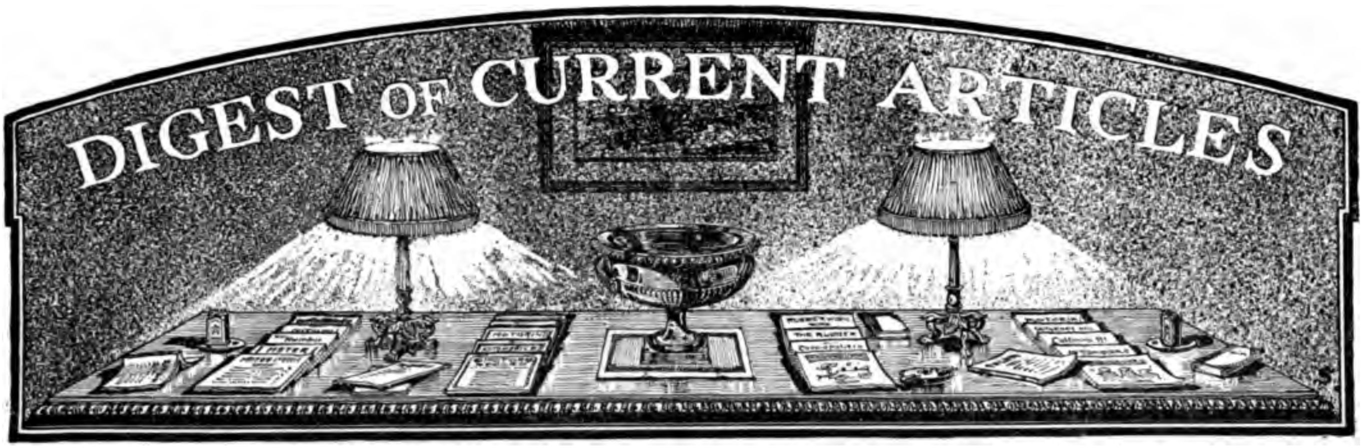
Lipman Free Air Service Station

This new curb-stand unit is the product of the Lipman Air Appliance Co. of Beloit, Wis., and is intended for use by garages, filling stations, hardware stores, supply dealers, tireshops, etc. The station is entirely complete and needs only to have wires connected with the motor to be put in operation. The hose is reached by means of the hinged door. The opening and closing of this door automatically starts and stops the motor.

The height of the stand from the street to the top of the 14 in. opaque electric light globe on which are the words Free Air, is about 8 ft.

Within the base of this pump and accessible through a door provided with a lock, is placed a Lipman Four-Cylinder Water Cooled Air Compressor connected through enclosed gearing with ¼-hp. General Electric motor, which is furnished for any standard voltage required.

The entire stand is finished in grey enamel with gold letters and makes a very handsome appearance. The total shipping weight of this stand is 500 lbs.



THE enormous increase in the demand for gasoline has brought about a decrease in quality, with a corresponding increase in specific gravity and temperature of evaporation. The carburetor, designed for high grade fuel, is incapable of completely vaporizing the heavier fuel now supplied without preheating the air at the intake. In this connection we make the following extracts from an article in *Motor Age*. The influence of heat is now recognized as a necessity, in assisting the evaporization of gasoline. The engine builder fully realizes the problem in taking care of the gasolines of low volatility, and each year more elaborate means for pre-heating the mixtures are used. With the higher test fuels such as we were using two years ago, the engine worked above the dew point or point of saturation of the mixture of ordinary atmospheric temperatures. With the present-day fuel we are below the dew point under the vacuum existing at wide-open throttle, unless provisions are made to pre-heat the intake manifold.

As the fuel is normally discharged into the air from the nozzle in the form of drops or mist and must then be evaporated, there must be enough heat present to compensate for the drop in tmperatur which takes place during evaporization. For decane this requires about 43 deg. Fahr., so that in order to completely carbureter the full charge of air, the entering air will have to have a temperature of about 152 deg. Fahr. in order that the mixture after evaporation should be 109 deg.

At any lower temperature it would not be possible to carbureter a full charge of air so long as decane only was used, and the only thing which makes it possible to use the present-day fuel is that the motors are usually so large for their work that 98 per cent. of their operation takes place while the charge is greatly reduced by throttling. This decreases the amount of vapor charge necessary and thus lowers the temperature necessary to run. With decane, which represents the fuel of to-day, the percentage of vapor charge reaches 100 at a temperature of about 106 deg.

Practically, this means nothing more than a proof of the necessity for preheating the manifold. To get the proper distribution, complete vaporization is necessary, and the simple-preheating of the intake air may not always fulfill the conditions. It must be remembered that there is a temperature drop during evaporation which robs some of the preheated air of its heat, and this must be made up in the intake manifold unless the initial air is heated to such an extent that a loss of volumetric efficiency occurs.

CHICAGO has granted a twenty-year franchise to the Chicago Motor Bus Co., according to *Motor Age*. The company is authorized to operate on all the boulevards under the jurisdiction of the south park. The park commission is guaranteed an income of $10,000 annually for the first five years, $11,000 annually for the second five years, and $12,000 for the third five years. Two routes will lead from Randolph street and Michigan avenue, one to Marquette park and the other to the Jackson park bathing beach. A third route will connect Marquette park with Jackson park, and a fourth will begin at Garfield boulevard and South Park avenue and end at the Jackson Park bathing beach.

ATTENTION is called by *Motor Age* to two additional traffic regulations recently adopted, respecting the congested district. One prohibits the turning of a car on any street in the congested district. Drivers who wish to reverse directions must go around a block. The second gives police power to signs set-on curbs "do not park cars between these signs."

AN article in *Automobile Topics* says that users and manufacturers are just beginning to appreciate the good points of the Trailer System, and that the dealers' field in this connection is broad. Primarily a device forced into existence by restrictions limiting motor truck dimensions and weight per axle, the semi-trailer has proved that it has potentialities for economy that doubtless will cause its perpetuation long after the restrictions which brought it into being have been removed. This is proved to a very considerable extent by the fact that, under certain conditions, there is economy in the use of semi-trailer outfits having capacities similar to those of four-wheel trucks of moderate and even small size.

Garford Reorganizes Distribution.—The Garford Motor Truck Co., Lima, Ohio, has reorganized its eastern distribution system. The New York office has been made a factory branch under the management of Rodney Hallam. Brooklyn, Newark, Eastern New York, Northern New Jersey and New England sales will be handled from this branch. C. B. Harvey returns from Philadelphia to take charge of the sales organization. The R. E. Taylor Corp., formerly handling Garford truck, is now distributor for Gramm Bernstein trucks in the East.

Bottomfield Tire Co.—The Bottomfield Tire Co., Cleveland, Ohio, has increased its capital from $400,000 to $500,000.

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* The report of the Stromberg laboratory states that decane is one of the main constituents of the more or less irregular blend of hydro-carbon elements now sold as gasoline.

List-Prices of all Makes of Tires and Tubes

EXPLANATION:—Under each size we have placed the list price of not only Basings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S. Non-Skid; G. T. Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appear with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when S, in both Clincher and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Acme Rubber Mfg. Co.,	P.	13.20	14.20	†15.00	19.00	†19.70	20.20	21.40	†22.70	†25.50	†26.40	27.50	28.40	29.40	30.40	31.40	†37.50	38.60	39.90	41.00	42.30	43.50	47.70	49.20	50.70	63.50	†65.20
Trenton, N.J.	N.S.	......	†14.80	......	†20.00	†20.70	21.20	......	......	......	†27.70	28.90	29.80	30.90	......	......	......	d40.50	41.90	43.10	44.40	45.70	50.10	51.70	53.20	73.00	......
	N.S.	15.20	16.20	†17.40	21.80	†22.60	23.20	24.60	26.10	†29.30	†30.40	31.60	32.70	33.80	35.90	36.10	†43.10	44.40	45.90	47.20	48.60	50.00	54.80	56.60	58.30	......	†75.00
	Hemisphere	16.70	†17.80	......	24.00	......	25.50	27.00	......	......	†33.50	d34.80	36.00	37.10	38.40	†39.70	......	......	......	51.90	53.50	55.00	†60.40	†62.20	64.20	......	......
	G.R.B Tubes	3.30	3.50	3.75	4.50	4.70	4.95	5.30	5.50	5.50	5.70	5.80	6.05	6.15	6.30	6.50	7.40	7.60	7.70	7.80	8.00	8.25	9.10	9.35	9.60	10.20	10.45
Advance Rubber Co.,	P.	†10.20	†10.80	......	†13.95	†14.60	16.85	†18.05	......	......	†20.60	†21.95	22.55	23.45	24.40	24.90	......	†29.20	†29.70	31.00	32.60	33.50	......	†37.65	†41.05	†53.00	......
1717-8th Ave, Brooklyn, N.Y.	N.S.	†10.70	†11.35	......	†14.70	†15.35	17.70	†18.90	......	......	†21.60	†23.05	23.70	24.60	25.65	26.15	......	30.65	†31.20	32.55	34.20	35.15	......	†39.55	†43.10	55.65	......
	G.T.	2.60	2.70	......	3.05	3.25	3.40	3.60	......	......	3.85	3.95	4.10	4.25	4.40	4.50	......	5.00	5.20	5.40	5.60	5.80	......	6.50	6.85	7.50	......
Ajax Rubber Co.,	P.	†11.25	†11.95	†15.50	15.35	†16.10	18.65	22.25	23.85	†23.90	25.00	25.45	26.55	27.00	28.15	28.55	......	......	36.25	37.65	38.10	39.50	43.35	†43.40	45.00	......	......
1796 Broadway, N.Y. City	N.S.	†12.75	†13.45	......	17.85	†18.60	21.15	24.75	......	†26.90	28.00	28.45	29.55	30.00	31.15	31.55	......	d43.35	40.25	41.65	42.10	43.50	47.35	47.40	49.00	†64.75	†65.55
	G.T.	2.90	2.70	3.10	3.10	3.35	3.40	4.15	4.35	4.20	4.20	4.40	4.55	4.65	4.80	4.95	......	5.50	5.65	5.75	5.95	6.10	7.50	7.55	7.00	8.00	8.15
	R.T.	3.20	3.20	3.40	3.85	3.95	4.00	4.40	4.50	4.75	5.15	5.40	5.60	5.75	5.95	6.05	......	6.80	7.00	7.20	7.40	7.60	8.25	8.30	8.70	9.45	9.60
Alliance Rubber Co.,	P.	......	12.15	......	15.80	......	18.15	......	......	......	......	24.65	25.85	26.45	27.80	28.15	......	......	35.15	36.70	37.30	......	......	......	43.50	......	......
Alliance, O.	N.S.	......	13.35	......	17.40	......	19.95	......	......	......	......	27.10	28.45	29.10	30.60	30.95	......	......	38.65	40.35	41.05	......	......	......	47.85	......	......
	G.T.	3.20	3.35	......	3.90	4.00	4.10	4.30	4.55	4.95	5.00	5.20	5.35	5.50	5.60	5.70	......	......	7.45	7.60	7.85	8.00	9.40	9.70	9.95	......	......
	R.T.	3.35	3.55	......	4.35	4.40	4.55	4.80	4.90	5.20	5.45	5.65	5.85	5.90	6.05	6.20	......	......	8.15	8.35	8.60	8.80	10.25	10.60	10.85	......	......
Amazon Rubber Co.,	N.S.	13.25	13.75	......	17.75	18.25	20.25	22.75	......	......	27.00	27.50	28.75	29.25	30.50	31.25	......	40.00	40.25	42.00	42.50	43.75	50.00	50.75	52.50	......	68.10
Akron, O.	B.T.	2.85	2.95	......	3.50	3.65	3.70	3.90	......	......	4.90	5.10	5.25	5.35	5.45	5.55	......	6.55	6.60	6.75	6.95	7.20	7.70	8.00	8.25	......	9.10
American Tire & Rubber Co.,	P.	11.45	12.30	......	15.90	16.85	18.35	20.75	......	......	24.40	24.85	26.10	26.65	28.00	28.40	......	35.35	36.65	38.30	38.80	39.30	43.20	43.80	45.70	......	64.00
Akron, O.	N.S.	12.15	12.90	......	16.60	17.30	19.15	21.40	......	......	25.70	26.15	27.25	27.70	28.85	29.35	......	37.50	38.10	39.50	40.00	41.45	45.00	45.55	47.25	......	65.90
	G.T.	2.80	2.95	......	3.35	3.45	3.50	3.65	......	......	4.45	4.60	4.75	4.85	4.95	5.05	......	6.00	6.05	6.15	6.30	6.45	7.40	7.50	7.65	......	8.30
	R.T.	3.25	3.40	......	3.90	3.95	4.05	4.20	......	......	5.20	5.30	5.50	5.60	5.70	5.85	......	7.00	7.10	7.20	7.35	7.50	8.60	8.75	8.95	......	9.80
Anderson Rubber Works	P.	11.60	12.15	15.50	15.70	16.45	18.95	20.85	......	22.15	23.70	25.25	25.95	27.00	28.00	28.65	......	......	34.15	35.65	37.50	38.52	44.20	45.75	47.20	......	......
(Chas. E. Miller),	N.S.	12.15	12.80	16.35	16.55	17.30	19.95	25.20	......	23.20	24.85	26.50	27.25	28.30	29.35	30.10	......	......	35.90	37.45	39.35	40.45	46.35	47.95	49.60	......	......
Anderson, Ind.	Ex.-ply P.	14.90	16.00	17.95	19.60	20.25	20.95	22.20	......	27.50	29.10	29.75	31.20	32.00	32.80	33.50	......	......	42.10	44.20	45.10	46.90	47.55	48.30	50.50	......	......
	Ex.-ply N.S.	15.80	17.50	18.95	21.00	21.65	22.25	23.60	......	29.50	31.00	31.65	33.30	34.05	35.55	36.30	......	......	44.60	47.40	48.60	49.60	50.15	50.95	53.25	......	......
	Cord P.	22.75	24.30	25.80	32.75	33.90	35.00	37.25	......	42.40	43.95	45.50	46.70	47.95	49.25	50.30	......	......	53.95	55.25	56.60	57.90	67.10	68.65	70.25	......	......
	Cord N.S.	23.75	24.75	26.15	34.50	35.60	36.75	39.00	......	44.70	46.25	47.80	49.05	50.40	51.70	52.85	......	......	56.65	58.00	59.40	60.80	70.40	72.10	73.75	......	......
	G.T.	3.10	3.25	3.45	3.65	3.80	3.85	4.05	......	5.00	5.10	5.30	5.45	5.55	5.70	5.90	......	......	6.95	7.10	7.25	7.40	8.50	8.60	8.75	......	......
	R.T.	3.65	3.75	4.00	4.30	4.45	4.50	4.80	......	6.00	6.05	6.25	6.40	6.50	6.75	6.90	......	......	8.20	8.40	8.50	8.75	10.00	10.20	10.30	......	......
Armstrong Rubber Co.,	P.	†15.25	†15.70	†17.00	18.45	†19.15	20.50	21.10	......	†25.30	†25.90	26.63	27.25	27.95	28.60	29.25	†36.50	d37.10	37.90	38.60	39.20	40.60	46.00	46.60	48.60	63.25	†64.70
Newark, N.J.	N.S.	†16.85	†17.55	†18.70	20.80	†22.70	23.00	24.60	......	†26.10	†27.10	28.00	29.90	30.40	31.60	31.90	†39.75	d40.80	41.70	43.35	43.85	45.40	51.75	52.30	54.35	75.35	†77.80
	R.T.	3.95	4.18	4.47	4.80	4.95	5.00	5.05	......	5.10	5.25	5.50	5.70	5.85	5.95	6.05	6.80	6.90	7.00	7.15	7.40	7.45	8.35	8.55	8.60	10.45	10.95
	Pure Gum Tubes	4.15	4.40	4.70	5.05	5.20	5.25	5.30	......	5.35	5.50	5.75	6.00	6.15	6.25	6.35	7.15	7.25	7.35	7.50	7.80	7.85	8.80	9.00	9.15	11.00	11.50
Batavia Rubber Co.,	P. & R.	......	c11.85	......	c15.35	......	d20.65	d23.45	......	......	......	d28.10	*29.50	*30.15	d31.50	q32.00	q37.55	d38.75	*40.00	*41.80	*42.45	q44.30	*49.95	......	*52.90	......	......
Batavia, N.Y.	Security N.S.	11.40	13.85	......	c17.95	c19.00	*20.65	*23.45	......	......	c27.50	*28.10	*29.50	*30.15	*31.50	*32.00	q37.55	d38.75	*40.00	*41.80	*42.45	q44.30	*49.95	*50.65	*52.90	q84.10	q72.80
	G.T.	2.65	2.85	......	3.25	3.35	3.40	3.60	......	......	4.45	4.60	4.75	4.85	4.95	5.05	5.90	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.65	8.20	8.30
Bergougnan Tire Corp.,	P.	†11.05	†13.45	......	†17.35	†18.40	20.25	†22.35	......	†28.35	†24.85	†26.45	28.30	29.90	†30.60	†32.20	†42.65	†38.35	40.50	41.00	41.40	†42.70	47.80	48.85	50.15	†73.45	†66.85
49 West 64th St., N.Y. City	N.S.	†13.45	†14.60	......	†20.25	†21.15	22.25	†23.75	......	†31.90	†28.10	†29.40	31.60	32.75	†34.28	†35.15	†48.15	†42.55	43.30	44.30	45.65	†47.55	52.40	53.95	56.05	†83.65	†73.85
	R.T.	3.15	3.25	......	3.80	4.10	4.15	4.45	......	5.60	5.15	5.35	5.60	5.75	5.90	6.10	7.30	6.90	7.00	7.10	7.35	7.55	8.25	8.50	8.65	9.70	9.55
Besaw Tire & Rubber Co.,	P.	......	18.60	......	23.35	24.45	25.65	26.75	......	......	32.65	33.85	35.00	36.10	37.35	38.45	......	......	43.15	45.50	47.75	50.10	52.50	53.75	54.85	......	......
Hartville, O.	N.S.	......	21.00	......	26.70	28.00	29.15	30.25	......	......	37.35	38.40	39.70	40.85	41.95	43.15	......	......	45.00	47.85	52.50	54.85	59.40	61.75	63.00	......	......
	Blackford N.S.	......	12.90	......	16.40	17.65	19.50	......	......	......	26.05	26.50	28.00	28.50	......	......	......	......	......	40.20	......	......	......	......	......	......	......
	Blackford G.T.	......	3.20	......	3.65	3.75	3.80	......	......	......	5.00	5.10	5.25	5.40	......	......	......	......	......	6.90	......	......	......	......	......	......	......
	R.T.	......	3.50	......	4.45	4.55	4.70	5.00	......	......	5.60	5.85	6.00	6.20	6.40	6.60	......	......	7.75	8.00	8.15	8.35	9.35	9.55	9.75	......	......
Bowers Rubber Works,	P.	12.00	13.40	......	18.70	19.40	20.15	22.40	......	......	26.15	27.20	28.40	29.15	30.00	31.50	......	35.10	36.20	37.50	38.50	39.60	44.40	46.10	47.20	......	61.00
San Francisco, Calif.	N.S.	14.60	16.20	......	22.00	22.90	23.15	26.20	......	......	29.70	30.20	31.40	32.90	33.15	34.40	......	38.15	39.40	43.60	45.90	47.40	53.40	54.90	58.15	......	72.00
	G.T.	2.30	2.40	......	2.80	2.90	2.95	3.15	......	......	3.95	4.05	4.20	4.30	4.40	4.50	......	5.25	5.60	5.90	6.15	6.40	7.70	8.20	8.70	......	9.20
‡Braender Rubber & Tire Co.,	P.	q11.25	q11.40	q14.55	*14.70	q15.40	*17.40	*21.00	......	q22.85	q22.70	*23.10	*24.25	*24.75	*27.00	*26.35	q36.20	*32.35	*33.40	*34.85	*35.40	*36.85	*40.40	*45.75	*43.40	q65.55	q72.50
Rutherford, N.J.	N.S.	q12.95	q13.10	q16.75	*16.90	q17.70	*20.00	*24.15	......	q26.25	q26.10	*26.55	*27.90	*28.45	*31.05	*30.30	q41.65	*37.20	*38.40	*40.10	*40.70	*42.40	*46.45	*52.60	*50.00	q75.40	q83.40
	G.T.	2.90	3.00	3.25	3.45	3.50	3.60	3.80	......	4.60	4.70	4.85	5.00	5.15	5.25	5.35	6.20	6.35	6.40	6.50	6.70	6.80	7.80	7.95	8.05	8.65	8.75
	R.T.	3.60	3.75	4.00	4.35	4.55	4.60	4.90	......	5.90	5.90	6.10	6.30	6.55	6.70	6.80	7.65	7.80	8.00	8.15	8.30	8.60	9.70	9.90	10.00	10.75	11.00
Brunswick-Balke-Collender Co.,	P.	......	10.80	......	13.95	14.60	16.85	......	......	......	20.60	21.95	22.55	23.45	......	24.90	......	29.20	29.70	31.00	32.60	33.50	38.40	......	41.05	......	55.65
Chicago, Ill.	N.S.	......	11.35	......	14.70	15.35	17.70	......	......	......	21.60	23.05	23.70	24.60	......	26.15	......	30.65	31.20	32.55	34.20	35.15	40.30	......	43.10	......	58.10
	R.T.	......	3.00	......	3.35	3.45	3.55	......	......	......	4.40	4.65	4.85	5.00	......	5.30	......	6.00	6.55	6.65	6.90	7.10	7.55	......	9.00	......	9.50

‡Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x35	5½x38
Bucyrus Rubber Co., Bucyrus, O.	P.	11.05	11.85	......	15.35	16.20	17.65	20.00	......	......	23.50	24.00	25.20	25.75	26.90	27.35	......	......	34.20	35.75	36.30	37.85	39.95	......	42.30	......	58.25
	N.S.	12.90	13.85	......	17.95	19.00	20.65	23.40	......	......	27.55	28.00	29.50	30.15	31.50	32.10	......	......	40.10	41.80	42.50	44.30	49.95	50.65	52.90	......	72.80
	G.R.T.	2.90	3.00	......	3.45	3.50	3.55	3.80	......	......	4.75	4.85	5.00	5.10	5.20	5.35	......	......	6.30	6.50	6.65	6.75	7.70	7.90	7.95	......	8.85
Butler Bros., Chicago, Ill.	Defiance P.	c10.75	c10.95	......	14.40	†14.60	17.60	19.70	......	......	†21.45	22.90	23.25	23.95	24.50	24.85	......	......	31.15	32.50	34.75	*35.75	......	q40.50	*42.25	......	......
	Defiance N.S.	c11.85	c12.05	......	15.85	†16.35	19.70	22.05	......	......	†24.00	25.65	26.05	26.35	27.45	27.85	......	......	34.90	36.40	38.90	*40.05	......	q45.35	*47.30	......	......
	Arabian Fluted	......	12.55	......	c16.10	......	18.60	......	......	......	†24.95	d25.60	25.85	26.30	......	29.75	......	......	d34.85	39.20	39.70	41.20	......	......	46.90	......	......
	Arabian N.S.	......	c13.15	......	c16.95	......	19.55	......	......	......	26.25	d26.85	27.20	27.60	......	31.25	......	......	d36.60	41.20	41.70	43.25	......	......	49.20	......	......
	Defiance R.T.	3.00	3.10	......	3.75	3.85	3.95	4.40	......	4.45	4.90	5.00	5.15	5.25	5.35	5.50	......	......	6.40	6.50	6.65	6.80	......	7.70	7.90	......	......
	Defiance G.T.	2.55	2.75	......	3.10	3.20	3.45	3.55	......	4.00	4.25	4.35	4.45	4.55	4.65	4.85	......	......	5.65	5.85	6.05	6.25	......	6.80	6.95	......	......
	Defiance Double Wall T.	2.95	3.50	......	3.90	4.10	4.25	4.40	......	......	5.40	5.65	5.80	5.95	6.20	6.40	......	......	7.40	7.60	7.80	8.00	......	8.75	8.95	......	......
Columbia Tire & Rubber Co., Columbiana, O.	P.	11.50	11.65	15.55	15.10	15.95	17.70	20.70	......	24.60	23.20	23.65	24.80	25.30	28.85	27.00	......	......	34.10	35.65	36.25	37.70	40.70	46.05	43.10	......	......
	N.S.	12.10	12.25	16.30	15.85	16.75	18.60	21.70	......	25.80	24.30	24.85	25.95	26.55	30.35	28.30	......	......	35.85	37.45	38.05	39.60	42.75	48.35	45.25	......	......
	G.T.	2.70	2.75	3.10	3.40	3.45	3.50	4.15	......	4.50	4.30	4.40	4.55	4.70	5.25	5.00	......	......	5.70	5.85	6.05	6.25	7.10	7.80	7.35	......	......
	R.T.	3.00	3.05	3.45	3.80	3.85	3.95	4.60	......	5.00	4.80	4.90	5.05	5.20	5.85	5.55	......	......	6.35	6.50	6.70	6.95	7.90	8.65	8.15	......	......
Combination Rubber Mfg. Co., Bloomfield, N.J.	P.	c11.60	c12.45	......	c16.25	c17.15	18.70	§21.15	......	......	c24.85	25.30	26.55	27.15	28.45	28.90	35.65	......	36.15	37.75	38.35	39.90	†42.20	42.85	44.65	q63.05	q63.85
	Hold On N.S.	c13.70	c14.60	......	c18.70	c19.60	21.55	§24.40	......	......	c28.50	29.10	30.60	31.15	32.65	32.95	40.15	......	42.50	14.40	45.10	46.90	52.05	52.80	55.10	q74.10	76.65
	G.T.	2.75	2.85	......	3.40	3.45	3.55	3.75	......	......	4.55	4.75	4.85	5.00	5.15	5.35	5.95	......	6.15	6.30	6.50	6.60	7.40	7.65	7.75	8.05	8.25
	R.T.	3.00	3.15	......	3.75	3.80	3.95	4.20	......	......	5.00	5.30	5.40	5.55	5.65	5.90	6.55	......	6.80	7.05	7.25	7.35	8.30	8.45	8.60	8.90	9.15
Community Rubber Co., Morrisville, Pa., "Delaware"	P.	11.10	10.80	14.40	13.95	14.60	16.85	20.80	22.00	22.75	20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	......	43.45	41.05	......	......
	N.S.	11.65	11.35	15.10	14.70	15.35	17.70	21.85	23.10	24.45	22.15	23.60	24.25	25.20	28.60	26.75	......	......	31.95	33.35	35.05	36.00	......	45.60	43.10	......	......
	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	4.20	4.05	3.85	3.95	4.10	4.25	4.80	4.50	......	......	5.20	5.40	5.60	5.80	......	7.35	6.85	......	......
Compression In.TubeCo.,Louisville,Ky.		13.90	15.25	......	16.25	16.75	17.25	17.75	......	......	20.50	21.00	21.50	22.00	......	23.00	......	24.00	25.00	25.75	26.50	27.25	29.00	29.50	30.00	......	......
Continental Rubber Works, Erie, Pa., "Vitalic"	N.S.	......	c10.60	......	c13.40	......	*15.40	......	......	......	c20.55	d20.90	*22.00	*22.40	*31.15	*31.55	......	......	......	......	......	*32.95	......	......	*36.80	......	......
	De Luxe G.T.	2.15	2.25	2.45	2.65	2.75	2.80	3.00	3.15	3.50	3.60	3.70	3.80	3.95	4.10	4.20	4.70	4.80	4.85	4.95	5.05	5.25	5.90	6.00	6.10	6.40	6.50
	De Luxe R.T.	2.35	2.55	2.75	2.90	3.10	3.15	3.35	3.50	3.85	3.95	4.10	4.25	4.40	4.50	4.60	5.15	5.35	5.40	5.50	5.60	5.80	6.55	6.65	6.80	7.10	7.45
	Black T.	2.70	2.80	3.00	3.65	3.80	3.90	4.20	4.40	4.40	4.50	4.60	4.75	4.95	5.05	5.30	5.90	6.10	6.25	6.35	6.45	6.55	7.35	7.50	7.65	8.15	8.35
Converse Rubber Shoe Co., Malden, Mass.	P.	......	16.30	......	21.00	......	25.45	......	......	......	29.45	30.55	31.65	32.75	33.75	34.85	......	......	40.25	41.55	42.70	43.85	49.40	51.00	52.30	......	......
	N.S.	......	17.15	......	22.20	......	30.35	......	......	......	36.25	37.35	38.65	40.05	41.05	42.20	......	......	46.85	49.30	53.00	54.50	60.60	63.00	65.10	......	......
	G.T.	......	3.30	3.75	4.00	4.10	4.20	4.55	......	......	5.30	5.45	5.70	5.90	6.00	6.25	......	......	7.00	7.40	7.75	7.80	8.80	8.85	9.00	9.35	9.75
	R.T.	......	3.75	4.05	4.45	4.65	4.70	4.95	......	......	5.85	6.00	6.30	6.55	6.70	6.90	......	......	8.00	8.15	8.50	8.70	9.80	10.00	10.15	10.40	10.80
Cortland Tire & Rubber Co., Belleville, N.J.	"C.C." P.	......	†10.80	......	†13.95	......	16.85	†19.50	......	......	†20.60	21.95	22.55	23.45	†24.20	†24.90	†28.10	†29.20	29.70	31.00	32.60	†33.50	38.40	†40.50	41.05	†53.60	†55.65
	"C.C." N.S.	......	†11.35	......	†14.70	......	17.70	†20.90	......	......	†21.60	23.05	23.70	24.60	†25.20	†26.15	†29.60	†30.65	31.20	32.55	34.20	†35.15	40.30	†42.40	43.10	†56.65	†58.40
	Reg. P.	......	†16.40	......	†20.20	......	22.60	†25.00	......	......	†28.40	29.80	30.80	32.00	†33.00	†34.00	†40.50	†41.50	43.00	44.50	46.00	†47.50	53.50	†55.50	57.00	†74.00	†76.00
	"Gripper" N.S.	......	†18.70	......	†23.90	......	26.10	†28.50	......	......	†33.00	35.80	37.20	37.50	†39.40	†40.25	†44.40	†45.00	46.80	48.75	52.50	†53.50	59.00	†61.00	63.50	†82.50	†85.00
Cupples Co., St. Louis, Mo.	N.S.	......	c13.25	......	c18.50	......	d24.25	......	......	......	c32.35	d32.95	d34.80	*35.45	......	......	......	d47.60	d48.10	d50.00	q50.55	......	*59.60	......	q62.60	......	......
	Rhinos T.	......	8.50	......	10.20	......	11.75	......	......	......	14.50	15.00	16.00	17.00	......	......	......	18.00	18.50	20.00	21.00	......	24.00	......	25.00	......	......
Dayton Rubber Mfg. Co., Dayton, O.	P.	......	c17.50	......	c21.00	c23.45	25.10	......	......	†37.75	......	d30.30	31.50	32.60	......	34.70	†47.30	......	40.25	41.60	42.75	43.85	†49.50	†50.90	52.00	......	......
	N.S.	c22.00	c20.80	......	c26.00	......	29.80	......	......	......	c36.10	d37.40	38.50	39.80	†41.25	43.10	......	......	46.80	49.70	53.90	55.10	†61.00	†63.50	64.99	81.20	94.80
	R.T.	3.00	3.20	......	4.10	4.25	......	......	......	5.10	5.20	5.30	5.50	5.65	5.65	5.90	6.65	......	7.10	7.25	7.50	7.75	8.50	8.70	9.00	10.30	10.50
Delion Tire & Rubber Co., Trenton, N.J.	P.	12.40	13.95	16.05	17.95	19.05	20.95	23.15	27.40	29.35	25.75	27.40	29.30	30.95	31.70	33.35	44.15	39.70	41.95	42.45	42.90	44.20	49.50	50.60	51.95	76.05	69.25
	N.S.	13.95	15.10	17.35	20.95	21.90	23.05	24.60	32.45	33.05	29.10	30.45	32.75	33.90	35.50	36.40	49.85	44.05	44.85	45.90	47.30	49.25	54.25	55.85	58.05	86.65	76.50
	A1 R.T.	3.25	3.35	3.70	3.95	4.25	4.30	4.60	4.95	5.80	5.35	5.55	5.80	5.95	6.10	6.30	7.55	7.15	7.25	7.35	7.60	7.80	8.55	8.80	8.95	10.05	9.90
Diamond Rubber Co., Akron, O. (see also Goodrich & Co. B.F.)	P.	*11.10	*10.80	*14.40	*13.95	*14.60	*16.85	*20.80	*22.00	*22.75	*20.60	*21.95	*22.55	*23.45	*26.60	*24.90	*30.05	*29.20	*29.70	*31.00	*32.60	*33.50	*38.40	*43.45	*41.05	*61.60	*55.65
	Squeegee N.S.	*11.05	*11.35	*15.10	*14.70	*15.35	*17.70	*21.85	*23.10	*23.90	*21.60	*23.05	*23.70	*24.60	*28.00	*26.15	*31.55	*30.65	*31.20	*32.55	*34.20	*35.15	*40.30	*45.60	*43.10	*64.65	*58.40
	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	4.20	4.05	3.85	3.95	4.10	4.25	4.80	4.50	5.30	5.00	5.20	5.40	5.60	5.80	6.55	7.35	6.85	7.80	7.90
	R.T.	3.15	3.00	3.40	3.35	3.60	3.75	4.40	4.60	4.45	4.25	4.35	4.50	4.70	5.30	4.95	5.85	5.50	5.70	5.95	6.15	6.40	7.20	8.10	7.55	8.60	8.70
Double Fabric Tire Co., Auburn, Ind.	Xtra-Pli.	c13.50	c14.40	......	c18.75	20.15	*21.56	......	......	......	c27.20	d29.30	*30.80	*31.45	......	*33.50	......	......	*39.75	*41.22	*42.55	*44.60	q52.25	......	*55.25	......	......
	Duo Cord	c14.50	c15.40	......	c21.15	22.25	*23.25	......	......	......	c29.05	d32.45	*33.95	*34.85	......	*36.70	......	......	*43.35	*44.30	*45.70	*46.95	*55.25	......	*58.07	......	......
	Anti-Pinch T.	3.20	3.30	......	3.80	3.85	3.90	4.20	4.50	......	5.25	5.35	5.55	5.65	5.80	5.95	......	......	7.05	7.20	7.35	7.50	8.60	8.75	8.90	9.50	......
	Brazil G.T.	2.85	3.05	......	3.45	3.50	3.70	3.75	3.95	......	4.70	4.85	4.95	5.05	5.25	5.35	......	......	6.40	6.50	6.60	6.70	7.75	7.85	8.05	8.50	......
Dreadnought Tire & Rubber Co., Baltimore, Md.	P.	14.70	15.60	16.80	19.90	21.85	22.50	24.45	26.45	28.55	26.65	27.65	28.65	29.65	30.50	31.50	38.05	......	36.50	37.60	38.65	39.70	44.85	46.15	47.35	61.70	63.00
	N.S.	16.90	18.10	19.30	23.60	25.65	25.90	28.15	30.55	34.75	32.85	34.00	35.00	36.25	37.15	38.20	47.65	......	42.40	43.70	47.45	48.40	53.90	55.05	58.90	73.50	75.85
Dry Climate Tire & Rubber Co., Arvada, Colo.	P.	13.80	11.85	......	15.85	18.75	21.10	22.90	24.60	26.40	24.60	25.50	26.50	27.40	28.20	29.10	35.20	32.60	33.65	34.75	35.70	36.70	41.50	42.60	43.70	57.00	58.20
	N.S.	15.00	15.00	......	17.95	22.00	23.10	25.05	......	......	27.90	28.90	29.70	30.80	31.50	32.45	......	34.80	36.00	37.10	40.20	41.10	45.75	46.80	50.00	62.50	64.50
	G.T.	2.75	2.85	3.00	3.65	3.80	3.95	4.45	4.50	4.55	4.65	4.75	4.90	5.05	5.15	5.25	5.95	6.15	6.35	6.45	6.65	6.90	7.55	7.75	8.00	9.15	9.35
	R.T.	3.05	3.15	3.40	4.05	4.20	4.50	4.70	4.95	5.05	5.15	5.25	5.45	5.65	5.75	5.85	6.60	6.80	7.05	7.20	7.45	7.70	8.45	8.65	8.90	10.20	10.40
Dunlop Tire Sales Co., New York City	Cross Grove	......	21.70	......	26.95	28.50	30.35	32.70	......	......	36.40	39.70	41.80	43.80	45.90	48.40	49.40	50.75	51.25	54.45	55.00	57.00	60.70	63.25	65.80	74.05	......
	Traction N.S.	......	23.65	......	31.90	33.55	34.65	37.20	......	......	43.65	47.30	50.05	52.35	54.45	56.20	56.75	58.75	60.70	62.70	64.80	66.80	75.00	78.35	79.65	87.10	92.40
	Tubes	4.40	4.50	......	5.60	5.75	5.85	6.60	6.85	......	7.05	7.25	7.50	7.75	8.25	8.35	9.50	9.60	9.75	10.00	10.25	10.50	11.75	12.15	12.25	13.40	13.80
East Palestine Rubber Co., Pittsburgh, Pa., "Nabob"	P.	c17.30	c17.70	......	†21.50	c23.85	25.30	*27.50	......	......	§29.55	*30.40	*31.50	*32.60	*33.85	*34.95	......	*39.20	*40.50	*41.75	*44.05	*45.25	*51.10	*53.55	*53.85	*73.95	q80.20
	N.S.	......	c21.15	......	†26.45	c27.30	30.20	*32.80	......	......	§36.50	*37.70	*38.80	*40.20	*41.50	*43.80	......	*45.45	*47.10	*49.90	*54.20	*55.30	*61.60	*64.00	*65.50	*81.50	q94.80
	R.T.	3.25	3.35	......	4.30	4.45	4.60	4.95	......	......	5.45	5.55	5.75	5.95	6.05	6.20	......	7.25	7.45	7.60	7.85	8.10	8.90	9.15	9.45	10.80	11.05
Ehman Tire & Rubber Co., Chicago, Ill.	P.	11.10	10.80	......	13.95	14.60	16.85	20.80	......	......	20.60	21.95	22.55	23.45	26.60	24.90	......	29.20	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
	N.S.	11.65	11.35	......	14.70	15.35	17.70	21.85	......	......	21.60	23.05	23.70	24.60	28.00	26.15	......	30.65	31.20	32.55	34.20	35.15	40.30	45.60	43.10	......	......
	G.T.	2.85	2.70	......	3.05	3.25	3.40	4.00	......	......	3.85	4.05	4.05	4.25	4.50	4.50	......	5.00	5.30	5.30	5.60	5.80	6.55	6.85	6.85	......	......
	R.T.	3.30	3.40	......	4.25	4.35	4.45	4.85	......	......	5.45	5.50	5.60	5.70	5.95	6.05	......	7.30	7.35	7.50	7.65	7.75	8.80	9.00	9.20	......	......
Empire Rubber & Tire Co., Trenton, N.J.	Grey P.	c11.85	c12.55	......	15.80	c16.60	18.30	20.40	21.40	......	24.50	24.85	26.00	26.45	27.55	27.75	......	35.90	36.20	37.65	38.10	39.50	44.35	45.50	47.25	......	......
	Grey N.S.	c13.25	c14.00	......	17.70	c18.50	20.50	22.80	23.95	......	27.35	27.85	29.10	29.60	30.80	31.05	......	40.20	40.50	42.20	42.70	44.20	50.35	50.90	52.90	......	......
	Grey Tubes	2.75	2.85	3.00	3.25	3.35	3.40	3.55	3.70	4.35	4.45	4.60	4.70	4.80	4.95	5.10	5.85	6.00	6.05	6.15	6.25	6.40	7.35	7.45	7.65	8.20	8.30
	Red P.	c14.80	c15.75	......	20.60	c21.60	23.60	26.80	28.20	......	31.40	32.00	33.65	34.40	36.00	36.55	......	46.70	45.90	47.90	49.70	50.70	53.50	54.30	56.70	......	......
	Red N.S.	c15.50	c16.55	......	21.60	c22.75	24.85	28.20	29.75	......	33.05	33.70	35.40	36.15	37.90	38.50	......	49.15	48.30	50.40	52.35	53.35	56.35	57.20	59.70	......	......
	Red Tubes	3.15	3.30	3.50	3.70	3.80	3.90	4.25	4.70	4.85	5.05	5.15	5.35	5.50	5.65	5.80	6.95	7.10	7.20	7.40	7.60	7.75	8.65	9.10	9.20	9.95	10.10
	Peerless Tubes	4.30	4.50	4.80	6.05	6.25	6.45	6.80	7.15	7.40	7.75	7.90	8.15	8.35	8.60	8.85	10.40	10.60	10.85	11.05	11.40	11.75	12.50	12.80	13.30	15.65	16.05

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Endurance Tire &	Ball Bearing N.S.	......	c15.25	......	c19.75	......	d22.75	......	......	......	c30.00	d31.00	*33.00	*34.50	......	......	......	......	d43.00	d45.00	*46.00	......	......	......	*54.00	......	......
Rubber Co.,	G.T.	3.15	3.25	3.50	3.70	3.80	3.85	4.20	4.35	5.00	5.00	5.10	5.20	5.40	5.60	5.60	6.65	6.65	6.70	6.85	7.00	7.15	8.25	8.45	8.45	9.55	9.70
New Brunswick, N.J.	R.T.	3.50	3.55	3.95	4.45	4.55	4.65	5.25	5.45	5.60	5.60	5.80	6.00	6.20	6.60	6.60	7.60	7.60	7.75	7.95	8.15	8.35	9.35	9.70	9.70	10.70	11.00
	Durable G.T.	2.80	2.90	3.15	3.30	3.40	3.45	3.75	3.90	4.45	4.45	4.65	4.75	4.85	5.05	5.05	6.00	6.00	6.05	6.15	6.25	6.45	7.35	7.65	7.65	8.55	8.70
	Durable R.T.	3.15	3.25	3.50	3.70	3.80	3.85	4.20	4.35	5.00	5.00	5.10	5.20	5.40	5.60	5.60	6.65	6.65	6.70	6.85	7.00	7.15	8.25	8.45	8.45	9.55	9.70
Essex Rubber Co.,	G.B.	2.60	2.75	......	3.40	3.50	3.65	3.90	......	......	4.40	4.55	4.70	4.80	4.95	5.15	......	......	5.85	6.00	6.25	6.45	7.30	7.40	7.55	......	......
Trenton, N.J.	R.T.	3.30	3.40	......	4.25	4.35	4.45	4.85	......	......	5.45	5.50	5.60	5.70	5.95	6.05	......	......	7.35	7.50	7.65	7.75	8.80	9.00	9.20	......	......
Eureka Tire Co., Inc.,	P.	10.75	11.40	......	14.65	15.35	16.90	18.85	......	21.70	22.70	23.10	24.10	24.55	25.55	25.95	......	......	32.90	34.15	34.60	35.85	38.90	39.40	39.70	......	55.40
Trenton, N.J.	N.S.	11.30	11.95	......	15.45	16.10	17.70	19.80	......	22.75	23.85	24.20	25.30	25.75	26.80	27.25	......	......	34.55	35.85	36.30	37.65	40.85	41.35	42.90	......	58.20
	G.T.	2.75	2.85	......	3.25	3.35	3.40	3.60	......	4.35	4.50	4.60	4.70	4.85	4.95	5.10	......	......	6.05	6.15	6.30	6.40	7.40	7.50	7.60	......	8.30
	R.T.	3.05	3.15	......	3.65	3.70	3.75	4.00	......	4.85	4.95	5.10	5.25	5.40	5.50	5.65	......	......	6.70	6.85	7.00	7.15	8.15	8.35	8.45	......	9.20
Falls Rubber Co.,	P.	16.80	17.55	......	22.90	23.85	24.50	26.60	......	30.45	31.60	32.90	34.10	35.25	36.25	37.40	41.90	43.15	44.55	45.90	47.00	48.55	56.30	57.85	61.25	......	......
Cuyahoga Falls, O.	N.S.	19.90	20.90	......	27.20	28.45	29.20	31.80	......	37.55	38.95	40.45	41.60	42.95	44.05	45.40	48.75	50.95	51.80	52.80	55.15	56.35	65.85	67.20	68.75	82.45	83.40
	Pure Gum R.T.	3.95	4.15	......	5.65	5.80	5.95	6.25	......	7.20	7.40	7.60	7.80	8.00	8.20	8.40	9.30	9.55	9.80	10.05	10.30	10.55	11.50	11.80	12.05	13.55	14.15
Federal Rubber Co.,	P.	c11.50	c11.20	......	c14.45	c15.10	1	*21.45	......	......	c21.30	*22.70	*23.35	*24.25	*27.55	*25.75	......	d30.20	*30.75	*32.10	*33.75	*34.65	*39.75	q44.95	*42.50	......	......
Cudahy, Wis.	Traffic	c12.05	c11.75	......	c15.20	c15.90	18.30	*22.60	......	......	c22.35	*23.85	*24.50	*25.45	*29.00	*27.05	......	d31.70	*32.30	*33.70	*35.40	*36.40	*41.70	q47.20	*44.60	......	......
	Ruggid	c13.55	c13.20	......	c17.10	......	20.60	*25.45	......	......	c25.15	*26.85	*27.60	*28.65	d32.60	*30.45	......	d35.70	*36.35	*37.90	*39.85	*40.95	*46.90	q53.10	*50.20	......	......
	G.T.	2.95	2.75	......	3.15	3.45	3.50	4.25	......	......	4.05	4.25	4.25	4.45	4.75	4.75	......	5.25	5.60	5.60	5.90	6.10	6.90	7.20	7.20	......	......
	"Red Skin" T.	3.35	3.15	......	3.65	3.95	4.05	4.85	......	......	4.65	4.85	4.85	5.15	5.40	5.40	......	6.10	6.45	6.45	6.80	7.00	8.00	8.30	8.30	......	......
Firestone Tire & Rubber Co.,	P.	11.15	11.40	15.10	14.45	15.80	17.40	19.70	21.75	26.35	23.00	23.40	24.75	25.20	26.15	26.60	38.80	33.75	34.50	35.75	36.30	37.75	42.00	42.75	44.00	68.75	73.75
Akron, O.	N.S.	12.50	12.90	17.15	16.40	17.65	19.50	22.25	28.25	31.00	26.05	26.50	28.00	28.50	30.00	30.50	44.00	38.30	38.65	40.20	40.65	42.15	47.95	48.55	50.35	78.75	83.75
	G.T.	2.60	2.65	3.05	3.00	3.25	3.35	3.60	3.95	4.45	4.20	4.40	4.60	4.75	4.85	4.95	6.00	5.60	5.70	5.90	6.00	6.15	6.75	6.85	6.95	8.35	8.60
	R.T.	3.00	3.10	3.45	3.55	3.75	3.95	4.15	4.50	5.10	4.90	5.00	5.25	5.35	5.45	5.55	7.00	6.50	6.65	6.75	6.90	7.10	7.85	8.05	8.20	9.50	9.80
Fisk Rubber Co.,	P.	c11.10	c10.80	c14.40	13.95	c14.60	16.85	20.80	†22.00	†22.75	†20.60	21.95	22.55	23.45	26.60	24.90	......	d29.20	29.70	31.00	32.60	*33.50	*38.40	43.45	41.05	q61.60	......
Chicopee Falls, Mass.	N.S.	c11.65	c11.35	......	14.70	c15.35	17.70	21.85	......	†23.90	†21.60	23.05	23.70	24.60	28.00	26.15	d31.55	d30.65	31.20	32.55	34.20	*35.15	*40.30	45.60	43.10	q64.65	......
	Red Top N.S.	......	c14.20	......	18.40	c19.20	21.25	......	......	......	†25.90	27.65	28.45	29.50	......	31.40	d37.85	d36.80	37.45	39.05	41.05	*42.20	*48.35	54.70	51.70	......	q70.10
	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	4.20	3.85	3.85	4.05	4.05	4.25	4.50	4.50	5.00	5.00	5.30	5.30	5.60	5.80	6.55	6.85	6.85	7.80	7.90
	R.T.	......	3.10	......	3.50	......	3.90	4.60	......	4.45	4.45	4.65	4.65	4.90	5.20	5.20	5.75	5.75	6.10	6.10	6.45	6.65	......	7.90	7.90	......	9.10
General Tire & Rubber Co.,	P.	13.15	13.70	......	17.35	18.75	20.65	23.45	......	......	27.35	27.80	29.35	29.95	31.30	31.65	......	40.35	41.00	42.57	43.25	45.05	49.90	50.90	51.60	......	......
Akron, O.	N.S.	14.90	15.85	......	20.35	21.10	23.85	26.40	......	......	31.25	32.95	33.80	34.70	35.65	36.15	......	43.80	44.90	45.90	48.05	49.40	56.05	57.25	58.05	......	......
	G.T.	2.95	3.00	3.50	3.65	3.85	3.90	4.25	......	......	4.60	4.70	4.80	4.90	5.00	5.10	......	6.45	6.55	6.65	6.75	6.85	7.75	7.85	8.05	......	9.70
	R.T.	3.65	3.70	4.35	4.60	4.75	4.85	5.25	......	......	6.10	6.35	6.60	6.85	7.00	7.20	......	8.00	8.20	8.45	8.60	8.80	9.60	9.75	9.90	......	12.00
Giant Tire Co.,	N.S.	......	c7.60	......	c9.55	......	*10.95	......	......	......	......	......	*13.70	*14.10	......	*14.85	......	......	*17.45	*18.10	*19.20	......	......	......	*23.35	......	......
Akron, O.	G.T.	......	1.95	......	2.20	......	2.35	......	......	......	......	......	3.25	3.35	......	3.50	......	......	4.15	4.25	4.35	......	......	......	5.20	......	......
Gillette Rubber Co.,	P.	12.30	11.40	......	14.80	......	17.40	19.70	......	......	23.30	23.65	24.75	25.20	27.75	26.60	......	......	34.20	35.75	36.30	......	41.00	46.50	43.25	......	......
Eau Claire, Wis.,	N.S.	......	12.90	......	16.75	......	19.90	22.25	......	......	26.05	26.50	28.00	28.50	30.00	30.50	......	......	38.65	40.20	40.65	......	47.80	48.80	50.35	......	......
"Gillette Safety"	G.T.	2.75	2.85	......	3.35	......	3.40	3.60	......	......	4.45	4.60	4.75	4.85	4.95	5.05	......	......	6.05	6.15	6.25	......	7.35	7.50	7.65	......	......
	R.T.	......	3.70	......	4.25	......	4.40	4.70	......	......	5.80	6.00	6.15	6.30	......	6.55	......	......	7.85	8.00	8.15	......	9.55	9.75	9.95	......	......
Globe Rubber Co.,	P.	†17.60	†17.35	†21.85	22.55	†24.95	25.65	27.90	......	†32.25	†30.55	30.90	32.45	33.95	34.35	35.10	†43.65	d40.40	41.85	43.15	44.40	45.60	51.20	52.90	54.15	†70.45	†71.85
Trenton, N.J.	N.S.	†19.80	†19.70	†24.25	24.95	†27.25	28.75	32.15	......	†35.50	†33.75	34.35	35.85	36.50	38.00	38.35	†47.60	d45.00	47.00	49.75	52.75	54.55	58.90	60.15	64.35	†80.35	†86.15
	R.T.	2.95	3.10	3.30	3.60	3.75	3.80	4.00	......	4.95	5.05	5.20	5.35	5.50	5.60	5.75	6.55	6.65	6.75	6.85	7.05	7.20	8.05	8.25	8.35	9.30	9.45
	G.T.	2.60	2.75	2.95	3.25	3.30	3.35	3.55	......	4.35	4.50	4.60	4.75	4.85	5.00	5.10	5.80	5.90	6.00	6.10	6.25	6.35	7.20	7.30	7.45	8.25	8.45
Goodrich Co., B.F.,	P.	11.40	11.10	14.80	14.40	15.20	16.85	19.70	20.90	23.40	22.10	22.50	23.60	24.10	27.50	25.70	33.65	31.45	32.45	33.95	34.50	35.90	38.75	43.85	41.05	61.60	55.65
Akron, O.	N.S.	11.95	11.65	15.55	15.10	15.95	17.70	20.65	21.90	24.55	23.15	23.65	24.70	25.30	28.90	26.95	35.35	33.00	34.15	35.65	36.25	37.70	40.70	46.05	43.10	64.65	58.40
	G.T.	2.80	2.75	3.10	3.40	3.45	3.50	4.15	4.35	4.50	4.30	4.40	4.55	4.70	5.25	5.00	5.90	5.60	5.70	5.85	6.05	6.25	7.10	7.80	7.35	8.40	8.60
	B.T.	3.10	3.05	3.45	3.80	3.85	3.90	4.60	4.85	5.00	4.80	4.90	5.05	5.20	5.85	5.55	6.55	6.20	6.35	6.50	6.70	6.95	7.90	8.65	8.15	9.35	9.55
	Silvertown Cord N.S.	......	......	......	......	......	31.10	......	......	......	......	39.55	40.60	41.70	......	43.75	44.55	45.70	46.90	48.05	49.20	50.35	58.35	59.70	61.10	......	74.10
	Silvertown Safety	......	......	......	......	......	32.65	......	......	......	......	41.55	42.65	43.80	......	45.95	46.80	48.00	49.25	50.45	51.65	52.85	61.25	62.70	64.15	......	77.80
Goodyear Tire & Rubber Co.,	P.	c11.00	c11.85	c15.10	§15.35	c16.20	17.65	*20.00	......	......	§23.50	24.00	25.20	25.75	*26.95	27.35	d32.10	d33.10	34.20	*35.75	36.30	*37.85	*39.95	40.55	*42.30	d68.70	......
Akron, O.	All Weather N.S.	c12.90	c13.85	c17.65	§17.95	c19.00	20.65	*23.40	......	......	§27.50	28.10	29.50	30.15	*31.50	32.00	d37.55	d38.75	40.00	*41.80	42.45	*44.30	*49.95	50.65	*52.90	d85.85	......
	Regular Tubes	2.75	2.85	3.05	3.25	3.35	3.40	3.60	......	......	4.45	4.60	4.75	4.85	4.95	5.05	5.90	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.65	......	......
	Heavy Touring Tubes	......	3.70	......	4.25	......	4.40	4.70	......	......	5.80	6.00	6.15	6.30	......	6.55	7.65	......	7.85	8.00	8.15	8.40	9.55	9.75	9.95	10.65	10.80
	Cord Ribbed	......	......	......	d29.10	......	d31.10	d33.10	......	......	d38.20	d39.55	d40.60	d41.70	......	......	d44.55	d45.70	*46.90	d48.05	*49.20	......	*58.35	......	*61.10	......	*74.10
	Cord N.S.	......	......	......	d32.75	......	d35.00	d37.25	......	......	d43.00	d44.50	d45.70	d46.90	......	......	d50.15	d51.40	*52.75	d54.05	*55.35	......	*65.65	......	*68.75	......	*83.35
Gordon Tire & Rubber Co.,	P.	......	c13.05	......	c17.00	......	19.60	......	......	......	......	......	*27.90	*28.50	q29.80	q30.25	......	......	q37.05	q39.60	q40.25	q41.85	......	......	......	......	......
Canton, O.	N.S.	c12.90	c13.85	......	c17.95	c19.00	20.65	q23.40	......	......	c27.50	28.10	29.50	30.15	*31.50	32.00	......	d38.75	*40.00	41.80	42.45	*44.30	*49.95	q50.65	52.90	......	......
	G.T.	3.20	3.40	3.60	3.90	4.00	4.05	4.35	4.50	5.15	5.35	5.55	5.65	5.80	5.85	6.00	......	7.05	7.20	7.35	7.50	7.70	8.75	8.90	9.15	9.75	10.00
	R.T.	3.55	3.80	4.00	4.30	4.40	4.45	4.80	4.95	5.75	5.95	6.10	6.25	6.45	6.50	6.65	......	7.75	7.90	8.10	8.25	8.45	9.65	9.80	10.05	10.75	11.00
Great Easton Rubber Co.,	P.	†11.05	†13.50	......	17.00	†18.85	19.80	21.30	......	......	†25.50	25.80	26.95	27.90	28.25	28.80	......	d34.50	35.40	36.35	37.40	38.20	43.75	45.00	46.00	......	......
Allentown, Pa.,	N.S.	†14.70	†15.10	......	19.25	†20.55	22.10	24.50	......	......	†28.15	28.80	29.75	30.30	31.30	31.65	......	d39.65	40.40	41.60	43.60	45.05	50.00	50.85	53.90	......	......
"Crown"	G.T.	2.60	2.75	......	3.25	3.30	3.35	3.55	......	......	4.50	4.60	4.75	4.85	5.00	5.10	......	5.90	6.00	6.10	6.25	6.35	7.20	7.30	7.45	......	......
	R.T.	2.95	3.10	......	3.60	3.75	3.80	4.00	......	......	5.05	5.20	5.35	5.50	5.60	5.75	......	6.65	6.75	6.85	7.05	7.20	8.05	8.25	8.35	......	......
Gr phon Rubber & Tire Co.,	P.	13.15	13.40	......	17.00	18.75	20.65	23.45	......	......	27.35	27.80	29.35	29.95	31.30	31.65	......	40.35	41.00	42.55	43.25	45.05	49.90	50.90	51.60	......	......
7 Pine St., N.Y. City	N.S.	14.90	15.25	......	19.40	21.10	23.85	26.40	......	......	31.25	32.95	33.80	34.70	35.65	36.15	......	43.80	44.90	45.90	48.05	49.40	56.05	57.25	58.05	......	......
	G.T.	2.70	2.75	3.20	3.20	3.50	3.55	3.85	......	......	4.70	4.90	5.10	5.25	5.40	5.55	......	6.20	6.30	6.50	6.65	6.75	7.40	7.50	7.65	......	9.25
	R.T.	2.70	2.75	3.20	3.20	3.50	3.55	3.85	......	......	4.70	4.90	5.10	5.25	5.40	5.55	......	6.20	6.30	6.50	6.65	6.75	7.40	7.50	7.65	......	9.25
Hamilton Rubber Mfg. Co.,	N.S.	†11.50	†12.30	......	†15.95	†16.80	18.35	20.75	†21.95	†23.20	†24.50	24.95	26.20	26.75	28.10	28.55	......	†34.10	35.65	37.25	37.80	39.35	41.60	42.25	44.05	......	†60.65
Trenton, N.J.	Pure Gum T.	2.70	2.85	......	3.30	3.40	3.50	3.70	3.95	4.30	4.45	4.65	4.80	4.95	5.05	5.20	......	......	6.00	6.15	6.30	6.45	7.30	7.45	7.60	......	8.15
	Perfection Pink T.	3.00	3.25	......	3.90	3.95	4.05	4.25	4.50	5.00	5.15	5.35	5.50	5.65	5.85	6.00	......	......	7.05	7.20	7.40	7.55	8.50	8.65	8.80	......	9.35
Hardman Tire & Rubber Co.,	P.	......	†16.50	†17.60	†21.34	†22.88	24.20	26.40	......	......	†28.60	29.70	30.80	31.90	33.00	34.10	41.40	42.00	43.20	44.52	†46.20	47.40	53.76	†55.32	56.64	†74.04	†75.60
Belleville, N.J.	N.S.	......	†20.35	†22.35	†25.52	†27.50	28.60	30.80	......	......	†35.20	36.30	37.40	39.38	40.48	41.80	44.85	45.00	47.00	49.50	†54.00	55.00	61.50	†63.25	65.00	†83.25	†85.90
	R.T.	......	3.52	3.74	4.51	4.68	4.84	5.17	......	......	5.72	5.83	6.05	6.22	6.33	6.49	7.32	7.59	7.81	7.98	8.25	8.53	9.35	9.57	9.90	11.33	11.55
	Junior P.	......	†12.50	......	†16.75	†18.00	19.25	21.50	......	......	†24.75	25.25	27.00	28.00	29.75	30.50	†36.50	37.50	39.00	40.00	41.50	42.50	46.50	†48.00	50.00	......	......
	Junior N.S.	......	†13.75	......	†17.75	†19.00	20.50	23.00	......	......	†25.50	26.50	28.00	29.50	30.50	31.50	†38.00	39.00	40.50	41.50	42.50	44.00	48.50	†50.00	52.00	......	......
	G.T.	......	3.40	......	3.90	4.00	4.10	4.40	......	......	5.25	5.35	5.45	5.65	5.90	6.00	6.95	7.00	7.05	7.20	7.35	7.50	8.70	8.90	9.00	......	......

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Hendrie Rubber Co., W.C.	P.	13.30	13.75	14.85	16.45	17.55	18.40	20.60	......	23.95	24.40	25.30	25.90	26.50	27.40	27.55	33.60	34.25	34.80	36.15	36.60	37.90	43.25	44.20	46.90	57.50	59.65
Torrance, Cal.	Inset N.S.	15.85	16.65	17.55	19.95	20.40	22.05	24.15	......	27.30	28.25	29.00	29.95	30.60	31.45	31.95	38.45	39.05	39.70	42.60	43.20	44.75	51.10	51.55	52.65	64.75	70.45
	California N.S.	18.20	19.10	20.15	22.95	23.40	26.35	27.75	......	31.35	32.50	33.30	34.45	35.20	36.20	36.75	44.20	44.95	45.60	49.00	49.65	51.45	58.75	59.25	60.55	74.50	81.00
	G.T.	3.15	3.30	3.70	3.85	4.00	4.05	4.30	......	5.25	5.35	5.50	5.70	5.85	5.95	6.10	6.95	7.10	7.15	7.25	7.50	7.60	8.55	8.25	8.90	9.80	10.00
	California R.T.	3.95	4.00	4.10	4.80	4.85	4.90	5.20	......	6.10	6.25	6.35	6.50	6.65	6.75	6.90	8.35	8.55	8.75	8.95	9.15	9.35	10.60	10.70	10.90	11.45	11.60
Hercules-Tire Co.,	R.	8.40	8.90	......	11.49	12.00	13.20	14.80	......	......	17.80	18.10	18.85	19.20	20.00	20.30	......	24.80	25.80	26.75	27.10	28.10	30.50	30.80	32.00	......	......
Honeywell St.,	N.S.	8.85	9.40	......	12.10	12.65	13.90	15.50	......	......	18.70	19.00	19.80	20.20	21.00	21.35	......	26.05	27.10	28.10	28.40	29.50	32.00	32.40	33.60	......	......
Long Island City, N.Y.	T.	2.25	2.34	......	2.66	2.70	2.79	2.92	......	......	3.65	3.78	3.87	3.96	4.05	4.15	......	4.90	4.95	5.05	5.15	5.25	6.05	6.10	6.25	......	......
Hood Tire Co.,	P.	c16.20	c16.75	c17.95	22.10	c23.70	24.90	*26.30	......	......	c30.30	30.90	31.50	32.25	33.20	34.15	d39.95	q41.75	42.55	43.50	44.45	*45.50	*53.20	†54.60	55.85	q71.00	q72.40
Watertown, Mass.	Arrow N.S.	c18.70	c19.50	c20.50	26.10	c27.80	29.10	*32.50	......	......	c36.10	36.90	37.70	38.60	39.55	40.55	d48.70	q49.30	49.90	50.70	51.30	*52.30	*60.15	†62.80	63.25	q76.00	q78.00
	Puritan P.	......	c13.50	......	c15.75	c17.00	17.50	*20.00	......	......	c24.35	*25.00	*25.65	*26.25	q27.25	*27.85	......	*33.50	*34.50	*35.75	*36.50	*37.75	*43.00	q44.50	q45.50	......	......
	Puritan N.S.	......	c15.20	......	c18.00	c19.25	20.50	*23.50	......	......	c29.15	*29.50	*29.85	*30.35	q31.05	*32.05	......	*39.50	*40.35	*41.75	*42.50	*43.50	*49.50	q51.00	q52.00	......	......
	Hood T.	3.30	3.45	3.65	4.30	4.40	4.50	4.70	......	5.10	5.25	5.35	5.50	5.65	5.80	5.95	6.75	6.90	7.05	7.20	7.35	7.50	8.45	8.60	8.75	10.00	10.50
	Puritan T.	3.05	3.10	......	3.65	3.75	3.85	4.25	4.45	4.35	4.50	4.65	4.75	4.90	5.05	5.20	6.05	6.15	6.25	6.40	6.50	6.75	7.50	7.70	7.80	8.50	8.65
Howe Rubber Co.,	N.S.	c19.20	c20.20	......	c25.70	......	*29.40	q31.25	......	......	c35.70	*36.80	*37.75	*39.00	q40.50	*42.80	......	d46.25	*48.20	*50.25	*52.80	q54.05	*60.00	q62.50	*63.95	......	......
New Brunswick, N.J.	G.T.	2.75	2.85	3.05	3.25	3.35	3.45	3.60	......	4.35	4.45	4.65	4.75	4.85	4.95	5.10	5.90	6.00	6.05	6.15	6.25	6.45	7.40	7.50	7.65	8.25	8.35
	R.T.	3.40	3.45	3.60	4.15	4.20	4.35	4.60	......	5.30	5.40	5.50	5.65	5.75	5.90	6.00	7.30	7.45	7.60	7.85	7.95	8.15	9.25	9.35	9.45	10.00	10.10
Indiana Rubber & Ins. Wire Co.,	P.	11.15	11.40	15.10	14.45	15.80	17.40	19.70	......	......	23.00	23.40	24.75	25.20	26.15	26.60	......	33.75	34.50	35.75	36.30	37.75	42.00	42.75	44.00	......	......
Jonesboro, Ind.	N.S.	c12.50	§12.90	*17.15	§16.40	§17.65	*19.50	*22.25	......	......	§26.05	*26.50	*28.00	*28.50	*30.00	*30.50	......	*38.30	*38.65	*40.20	*40.65	*42.15	*47.95	*48.55	*50.35	......	......
	G.T.	2.60	2.65	3.05	3.00	3.25	3.35	3.60	......	......	4.20	4.40	4.60	4.75	4.85	4.95	......	5.60	5.70	5.90	6.00	6.15	6.75	6.85	6.95	......	......
	R.T.	3.00	3.10	3.45	3.55	3.75	3.95	4.15	......	......	4.90	5.00	5.25	5.35	5.45	5.55	......	6.50	6.65	6.75	6.90	7.10	7.85	8.05	8.20	......	......
Kansas City Tire & Rubber Corp.,	P.	†10.75	†11.40	†14.35	†14.65	†15.35	16.90	18.85	†23.80	†26.05	†22.70	23.10	24.10	24.55	†25.55	†25.95	......	......	†32.90	34.15	34.60	†35.90	38.95	†39.40	40.90	......	......
Chester, W. Va.	N.S.	†11.25	†11.95	†15.10	†15.40	†16.10	17.75	19.80	†25.00	†27.35	†23.85	24.25	25.30	25.75	†26.80	†27.25	......	......	†34.55	35.90	36.35	†37.65	40.90	†41.35	42.95	......	......
	G.T.	2.60	2.65	3.05	3.00	3.25	3.35	3.60	3.95	4.45	4.20	4.40	4.60	4.75	4.85	4.95	......	......	5.70	5.90	6.00	6.15	6.75	6.85	6.95	......	......
	R.T.	3.00	3.10	3.45	3.55	3.75	3.95	4.15	4.50	5.10	4.90	5.00	5.25	5.35	5.45	5.55	......	......	6.65	6.75	6.90	7.10	7.85	8.05	8.20	......	......
	Chester P.	†11.15	†11.40	†15.10	†14.45	†15.80	17.40	19.70	†24.75	†26.35	†23.00	23.40	24.75	25.20	†26.15	†26.60	......	......	†34.50	35.75	36.30	†37.75	42.00	†42.75	44.00	......	......
	Chester N.S.	†12.50	†12.90	†17.15	†16.40	†17.65	19.50	22.25	†28.25	†31.00	†26.05	26.50	28.00	28.50	†30.00	†30.50	......	......	†38.65	40.20	40.65	†42.15	47.95	†48.55	50.35	......	......
	Chester G.T.	2.60	2.65	3.05	3.00	3.25	3.35	3.60	3.95	4.45	4.20	4.40	4.60	4.75	4.85	4.95	......	......	5.70	5.90	6.00	6.15	6.75	6.85	6.95	......	......
	Chester R.T.	3.00	3.10	3.45	3.55	3.75	3.95	4.15	4.50	5.10	4.90	5.00	5.25	5.35	5.45	5.55	......	......	6.65	6.75	6.90	7.10	7.85	8.05	8.20	......	......
	Bull P.	c11.15	c11.40	......	c14.45	c15.80	17.40	*19.70	......	......	c23.00	§23.40	*24.75	*25.20	*26.15	q26.60	......	......	q34.50	*35.75	*36.30	q37.75	*42.00	q42.75	*44.00	......	......
	Bull N.S.	c12.50	c12.90	......	c16.40	c17.65	19.50	*22.25	......	......	c26.05	§26.50	*28.00	*28.50	*30.00	q30.50	......	......	q38.65	*40.20	*40.65	q42.15	*47.95	q48.55	*50.35	......	......
	Bull G.T.	2.60	2.65	......	3.00	3.25	3.35	3.60	3.95	4.45	4.20	4.40	4.60	4.75	4.85	4.95	......	......	5.70	5.90	6.00	6.15	6.75	6.85	6.95	......	......
	Bull R.T.	3.00	3.10	......	3.55	3.05	3.95	4.15	4.50	5.10	4.90	5.00	5.25	5.35	5.45	5.55	......	......	6.65	6.75	6.90	7.10	7.85	8.05	8.20	......	......
Keaton Tire & Rubber Co.,	P.	......	17.00	......	21.95	......	23.95	......	......	......	29.90	32.15	32.90	34.65	......	37.10	......	42.05	43.20	44.40	45.40	46.55	54.40	55.70	57.20	68.40	70.20
San Francisco, Cal.	N.S.	......	......	......	23.90	......	26.40	......	......	......	34.95	37.30	37.90	39.85	......	42.25	......	47.95	49.55	51.00	52.85	53.85	60.75	62.95	65.10	78.30	80.80
	R.T.	......	3.55	......	4.20	......	4.40	......	......	......	5.45	5.55	5.70	5.95	......	6.20	......	7.20	7.40	7.60	7.80	7.95	9.20	9.35	9.55	10.50	10.75
Kelly Springfield Tire Co.,	P.	c18.50	c17.70	......	21.50	†23.85	25.30	27.50	†35.55	†38.00	†29.60	30.70	31.85	32.95	33.90	35.00	†47.55	†39.20	40.55	41.80	42.95	44.10	49.85	51.30	52.60	†68.55	†78.75
New York	Driving T.	......	......	......	......	......	......	......	......	......	c36.00	*37.00	*38.00	*39.10	*41.20	*43.20	......	*45.20	*46.90	*49.10	*54.10	*55.10	*61.10	*63.90	*65.10	......	q85.10
	Kant Slip N.S.	c22.45	c21.15	......	c26.45	c27.30	30.20	*32.80	......	......	†36.50	*37.70	*38.80	*40.20	*41.50	*43.80	......	*45.45	*47.10	*49.90	54.20	*55.30	*61.60	64.00	65.50	q81.50	q94.80
	G. & R. Tubes	3.10	3.20	3.40	4.10	4.25	4.40	4.70	5.00	5.10	5.20	5.30	5.50	5.65	5.75	5.90	6.65	6.90	7.10	7.25	7.50	7.75	8.50	8.70	9.00	10.30	10.50
Knight Tire &	Blackstone P.	......	12.90	......	16.40	17.65	19.50	......	......	......	26.05	26.50	28.00	28.50	......	30.50	......	38.30	38.65	40.20	40.65	......	47.95	......	50.35	......	......
Rubber Co.,	Knight P.	......	20.50	......	25.40	27.30	28.00	30.40	......	......	33.80	34.95	36.00	37.30	......	39.30	......	43.10	44.30	45.45	47.45	49.55	55.45	56.60	58.85	......	......
Canton, O.	N.S.	......	20.70	......	27.00	30.35	31.10	33.80	......	......	37.55	38.85	40.00	41.45	......	43.65	......	47.80	49.20	50.50	52.75	55.05	61.65	62.90	67.00	81.70	82.85
	Silver King T.	......	2.85	......	3.35	3.50	3.55	3.80	......	......	4.55	4.70	4.85	5.05	......	5.30	......	6.10	6.15	6.35	6.45	6.65	7.50	7.65	7.80	......	......
	Knight T.	......	3.85	......	4.90	5.10	5.25	5.60	......	......	6.25	6.35	6.60	6.75	......	6.90	......	7.10	8.25	8.50	8.70	9.00	9.30	9.35	9.50	11.30	11.50
Kokomo Rubber Co.,	P.	c12.80	c13.30	......	c17.30	......	§20.00	......	......	......	c26.50	......	*28.30	*28.90	......	*30.85	......	......	*38.95	*40.75	*41.40	*43.10	......	......	*49.25	......	......
Kokomo, Ind.	"Gridiron" N.S.	c13.45	c14.00	......	c18.10	......	§21.25	......	......	......	c27.80	......	*20.65	*28.90	......	*32.35	......	......	*41.00	*42.80	*43.40	*45.25	......	......	*51.70	......	......
	G.T.	3.50	3.60	3.85	4.25	4.30	4.35	5.20	5.45	......	5.35	5.50	5.70	5.90	6.55	6.25	......	......	7.10	7.30	7.55	7.80	8.85	9.75	9.20	10.50	......
	R.T.	3.85	3.90	4.25	4.75	4.80	4.90	5.75	6.05	......	6.00	6.15	6.30	6.50	7.30	6.95	......	......	7.95	8.15	8.35	8.70	9.85	10.80	10.20	11.70	......
Lancaster Tire & Rubber Co.,	P.	c11.00	c11.85	......	15.35	......	*17.65	......	......	......	c23.50	*24.00	*25.20	*25.75	*26.95	*27.35	......	......	*34.20	*35.75	*36.30	*37.85	*39.95	*40.55	*42.30	......	q58.25
Lancaster, O.	Clingstone N.S.	c12.90	c13.85	......	17.95	......	*20.65	......	......	......	c27.50	*28.10	*29.50	*30.15	*31.50	*32.00	......	......	*40.00	*41.80	*42.45	*44.30	*49.95	*50.65	*52.90	......	q72.80
	G.T.	2.75	2.85	......	3.25	......	3.40	......	......	......	4.45	4.60	4.75	4.85	4.95	5.05	......	......	6.05	6.15	6.25	6.45	7.35	7.50	7.65	......	8.30
	P.	......	c17.70	......	21.50	c23.85	*25.30	......	......	......	c29.60	*30.70	*31.85	32.95	33.90	35.00	......	......	40.55	41.80	42.95	*44.10	*49.85	51.30	52.60	q68.55	q78.75
	Wiregrip N.S.	......	c21.15	......	26.45	c27.30	*30.20	......	......	......	c36.50	*37.70	*38.80	40.20	41.50	43.80	......	......	47.10	49.90	54.20	*55.30	*61.60	64.00	65.50	q81.50	q94.80
	Tubes	3.10	3.20	......	4.10	4.25	4.40	4.70	......	......	5.20	5.30	5.50	5.65	5.75	5.90	......	......	7.10	7.25	7.50	7.75	8.50	8.70	9.00	9.70	9.90
Lee Tire & Rubber Co.,	P.	11.95	11.40	13.95	14.80	16.10	17.75	21.10	22.30	24.15	23.50	25.25	25.30	27.15	28.35	28.90	36.10	36.95	36.40	37.80	38.30	39.85	43.05	43.60	45.35	62.80	64.95
Conshohocken, Pa.	N.S.	14.55	12.00	16.90	15.55	16.90	18.65	25.55	27.05	27.75	24.90	26.75	26.55	31.60	32.85	33.50	42.80	44.00	43.10	45.35	45.95	47.80	52.15	52.85	55.05	74.15	76.35
	Puncture Proof P.	19.75	20.35	22.35	25.65	28.15	29.35	31.75	33.00	35.35	36.05	37.25	38.45	39.65	41.25	42.75	44.95	46.40	47.55	49.50	51.55	53.15	61.00	62.60	64.20	73.70	76.75
	Puncture Proof N.S.	22.15	22.60	24.95	28.55	31.75	32.65	35.75	37.30	38.60	39.35	40.95	42.55	43.70	45.45	47.15	51.00	52.75	53.65	56.35	58.55	60.45	69.25	71.00	73.15	83.95	87.10
	G.T.	2.85	2.95	3.20	3.45	3.55	3.65	3.85	4.05	4.50	4.65	4.80	4.95	5.10	5.30	5.40	6.05	6.10	6.25	6.45	6.60	6.75	7.65	7.75	8.00	8.25	8.40
	Velvet R.T.	3.15	3.35	3.55	3.85	4.00	4.15	4.45	4.70	5.15	5.25	5.45	5.65	5.85	6.05	6.10	7.00	7.30	7.35	7.45	7.70	7.95	8.90	9.00	9.20	9.60	9.75
McCreary Tire & Rubber Co.,	P.	10.90	11.85	15.05	15.30	16.20	17.60	20.00	......	......	23.45	23.95	25.20	25.70	......	27.35	......	33.05	......	35.75	36.20	37.75	39.90	......	42.25	......	......
Indiana, Pa.	N.S.	12.80	13.80	17.60	17.95	18.95	20.60	23.35	......	......	27.55	27.95	29.45	30.05	......	32.05	......	38.75	40.00	41.75	42.50	44.25	49.90	......	52.80	......	......
McGraw Tire & Rubber Co.,	P.	†11.50	†11.20	c15.00	14.55	†15.20	17.60	21.70	c22.90	†23.75	†21.45	22.90	23.55	24.50	27.85	26.00	†31.40	......	31.10	32.50	34.15	35.05	40.25	45.60	43.05	d64.60	d58.45
East Palestine, O.	N.S.	†12.10	†11.80	......	15.30	†16.00	18.50	22.85	......	†24.95	†22.55	24.05	24.75	25.70	29.20	27.35	†33.00	32.10	32.65	34.10	35.85	36.85	42.30	47.85	45.20	d67.80	d61.50
	G.T.	3.00	2.80	3.25	3.25	3.50	3.60	4.35	4.55	4.40	4.15	4.30	4.40	4.55	5.20	4.85	5.70	5.40	5.60	5.80	6.05	6.25	7.10	7.95	7.35	8.40	8.55
	R.T.	3.30	3.10	3.60	3.60	3.85	3.95	4.75	5.00	4.85	4.50	4.70	4.85	5.05	5.70	5.35	6.25	5.95	6.20	6.40	6.70	6.90	7.80	8.70	8.15	9.25	9.40
McLean Tire &	Safety Bar N.S.	12.90	13.85	......	17.95	......	20.65	23.40	......	......	27.50	28.10	29.50	30.15	......	32.00	......	......	40.00	41.80	42.45	44.30	49.95	50.65	52.90	......	......
Rubber Co., East Liverpool, O.	Tubes	2.75	2.85	......	3.25	......	3.40	3.60	......	......	4.45	4.60	4.75	4.85	......	5.05	......	......	6.05	6.15	6.25	6.45	7.35	7.50	7.65	......	......
McNaull Tire Co., Toledo, O.		......	......	......	......	......	......	......	......	......	......	......	38.81	......	......	......	......	49.74	......	52.79	......	56.75	64.23	67.68	67.68	......	......
Marathon Tire & Rubber Co.,	Runner	c15.45	c16.00	......	c19.90	c20.60	22.20	*23.60	......	......	c31.05	*32.10	*33.15	*34.20	*35.25	*36.30	d38.95	......	*42.60	*43.90	*45.20	*46.50	*51.60	*53.20	*54.80	q68.75	q70.75
Cuyahoga Falls, O.	Angle N.S.	c16.35	c16.90	......	c21.40	c22.10	24.05	*25.45	......	......	c33.20	*34.25	*35.30	*36.35	*37.40	*38.45	d43.00	*44.85	*46.15	*47.45	*48.75	*50.05	*57.20	*58.80	*60.40	q74.60	q76.60
	Elastic Runner	......	......	......	......	......	*24.35	*25.85	......	......	......	*35.00	*36.05	*37.10	*38.15	*39.20	d43.30	......	*47.20	*48.50	*49.80	*51.10	*59.60	*61.20	*62.80	q78.80	q80.80
	Elastic Angle N.S.	......	......	......	......	......	*26.35	*27.85	......	......	......	*37.50	*38.55	*39.60	*40.65	*41.70	d47.85	*49.80	*51.10	*52.40	*53.70	*55.00	*63.20	*64.80	*66.40	q85.50	q87.50
	G.T.	2.55	2.75	......	3.40	3.55	3.70	4.00	......	......	4.55	4.70	4.85	5.00	5.15	5.30	6.00	6.20	6.40	6.60	6.80	7.00	7.75	8.00	8.25	9.25	9.55
	R.T.	2.80	3.00	......	3.75	3.90	4.05	4.35	......	......	5.05	5.20	5.35	5.50	5.65	5.80	6.75	6.95	7.15	7.35	7.55	7.75	8.65	8.90	9.15	10.25	10.55

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Mason Tire & Rubber Co.,	P.	10.85	11.75	......	15.10	16.15	17.50	19.85	......	......	23.35	23.70	24.85	25.25	26.20	26.60	......	34.20	34.65	35.05	36.40	37.85	43.00	43.55	45.20	......	......
Kent, O.	N.S.	12.75	13.75	......	17.80	18.80	20.50	23.25	......	......	26.15	26.55	27.85	28.30	29.60	29.80	......	38.25	38.80	40.30	40.85	42.40	48.20	48.50	50.55	......	......
	G.T.	2.80	2.85	......	3.35	3.40	3.45	3.60	......	......	4.45	4.55	4.65	4.80	4.90	5.00	......	5.95	6.00	6.05	6.15	6.25	7.15	7.35	7.50	......	......
	R.T.	3.20	3.30	......	3.70	3.80	3.90	4.10	......	......	4.95	5.05	5.30	5.40	5.45	5.60	......	6.65	6.70	6.80	6.95	7.05	7.95	8.15	8.30	......	......
Mattson Rubber Co.,	P.	†12.04	†13.15	†14.25	16.43	†17.54	18.65	19.73	......	†21.90	23.02	24.10	25.20	26.30	27.41	28.49	......	......	31.28	32.35	33.41	34.52	†38.24	39.42	40.55	......	......
Lodi, N.J.	N.S.	†12.64	†13.79	†14.96	17.25	†18.41	19.56	20.71	......	†23.00	24.16	25.31	26.46	27.62	28.77	29.91	......	......	32.79	33.97	35.08	36.25	†40.26	41.42	42.58	......	......
	Grey Tubes	3.00	3.05	3.35	3.65	3.75	4.00	4.05	......	4.20	4.55	4.80	5.00	5.15	5.15	5.20	......	......	5.35	5.50	5.95	6.30	6.50	6.65	6.90	......	......
Michelin Tire Co.,	P.	c12.35	c12.90	......	c17.50	c18.65	19.70	*20.95	......	......	......	*26.60	*27.20	27.70	q29.10	*30.15	c33.50	......	†35.70	*37.35	*38.40	q39.50	q43.65	q44.95	*46.65	......	c54.45
Milltown, N.J.	Universal	......	......	......	c18.80	......	d21.00	d22.35	......	......	c26.50	*28.50	*29.25	*29.75	q30.50	*32.25	......	......	*39.35	*41.40	*42.25	q43.70	*48.25	q49.40	*50.00	......	......
	Tubes	3.15	3.30	......	3.75	3.30	3.90	4.25	......	4.85	4.75	5.15	4.70	5.50	5.05	5.85	6.90	......	7.20	6.45	7.55	6.90	7.20	9.00	9.15	10.00	10.00
Mohawk Rubber Co.,	P.	c16.00	c16.80	......	20.50	c22.70	24.00	*26.20	......	......	c30.20	*31.20	32.10	33.25	*34.40	36.30	......	*39.10	40.90	42.60	45.00	*46.00	*51.00	§53.00	*54.25	q67.50	......
Akron, O.	Ribbed	......	c17.65	......	c21.60	......	d25.25	......	......	......	c32.00	d33.00	d34.00	*35.00	......	......	......	......	*43.00	d44.80	*47.40	......	*54.00	......	*57.00	......	......
	N.S.	c18.80	c19.75	......	25.00	c25.95	28.70	*31.25	......	......	c34.65	35.90	*36.85	38.20	*39.50	41.75	......	*45.00	47.00	49.00	51.50	*52.75	*58.55	§61.00	62.40	q77.50	q80.50
	R.T.	3.25	3.35	......	4.30	4.45	4.65	4.95	......	......	5.45	5.55	5.80	5.95	6.05	6.20	7.00	7.25	7.45	7.60	7.85	8.15	8.90	9.15	9.45	10.80	11.00
	Keaton N.S.	......	......	......	c26.30	......	d30.25	......	......	......	c36.50	d37.80	d38.80	d40.25	......	......	......	......	*50.00	d51.50	*54.25	......	*62.00	......	*65.00	......	......
Mutual Tire & Rubber Co.,	P.	c13.95	c15.00	......	c19.55	c20.60	22.45	§25.40	......	......	c29.85	30.40	31.85	32.60	34.15	34.75	†42.80	......	43.45	45.35	46.05	47.90	50.70	51.45	53.65	q75.00	q76.70
New York City	N.S.	c16.45	c17.55	......	c22.45	c23.55	25.90	§29.30	......	......	c34.25	34.95	36.75	37.45	39.20	39.55	†48.20	......	51.00	53.30	54.10	56.35	62.45	63.35	66.15	q88.95	q91.95
	Red Tubes	3.65	3.75	......	4.50	4.55	4.75	5.00	......	......	6.00	6.35	6.45	6.65	6.80	7.05	7.85	......	8.20	8.45	8.70	8.85	9.95	10.15	10.30	10.70	10.95
National Rubber Co.,	N.S.	......	c16.00	......	c20.00	c20.00	*28.00	*32.00	......	......	c33.35	c34.65	*36.00	*37.35	*38.65	*40.00	......	d50.65	*50.65	*52.00	*53.35	*56.00	*65.35	*66.65	*66.65	......	......
Pottstown, Pa., "Speedway"	Tubes	3.40	3.50	......	4.50	4.70	4.85	5.15	5.50	5.60	5.00	5.85	6.05	6.20	6.35	6.50	......	7.70	7.80	8.00	8.25	8.55	9.35	9.55	9.90	11.35	11.55
National Tire Co.,	P.	†11.10	†10.80	†14.40	13.95	†14.60	16.85	20.80	......	......	†20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Trenton, N.J.	N.S.	†11.65	†11.35	†15.10	14.70	†15.35	17.70	21.85	......	......	†21.60	23.05	23.70	24.60	28.00	26.15	......	......	31.20	32.55	34.20	35.15	40.30	45.60	43.10	......	......
	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	......	......	3.85	3.95	4.10	4.25	4.80	4.50	......	......	5.20	5.40	5.60	5.80	6.55	7.35	6.85	......	......
	R.T.	3.15	3.00	3.40	3.35	3.60	3.75	4.40	......	......	4.25	4.35	4.50	4.70	5.30	4.95	......	......	5.70	5.95	6.15	6.40	7.20	8.10	7.55	......	......
Needham Tire Co.,	P.	c11.20	c11.90	......	15.30	c16.00	17.65	*19.70	......	......	23.70	*24.05	*25.15	*25.60	*26.65	*27.05	......	*33.60	*34.30	*35.65	*36.10	*37.45	*40.55	*41.10	*42.65	q59.05	q60.50
Charles River, Mass.	N.S.	......	......	......	18.35	c19.20	21.20	*23.65	......	......	28.45	*28.85	*30.20	*30.70	*32.00	*32.45	......	*40.30	*41.15	*42.80	*43.30	*44.95	*48.65	*49.30	*51.20	q70.85	q72.60
	T.	2.75	2.85	......	3.25	3.35	3.40	3.55	......	......	4.45	4.60	4.75	*4.85	4.95	5.05	......	5.95	6.05	6.15	6.25	6.45	7.35	7.50	7.65	8.20	8.30
Newcastle Rubber Co.,	P.	......	14.45	......	18.90	21.10	21.65	23.50	......	......	25.30	26.25	27.20	28.15	29.00	29.95	......	......	36.50	37.60	38.65	39.70	44.85	46.15	47.35	......	......
Pittsburgh, Pa.	N.S.	......	16.30	......	21.25	23.90	24.50	26.60	......	......	29.55	30.60	31.50	32.65	33.45	34.40	......	......	38.15	39.35	42.70	43.55	48.50	49.55	53.00	......	......
	Shenango N.S.	......	......	......	......	......	d20.20	......	......	......	......	......	d35.00	*36.25	......	......	......	......	......	*43.70	q47.45	......	......	......	q58.90	......	......
	Pure Gum G.T.	......	3.20	......	4.10	4.25	4.40	4.70	......	......	5.20	5.30	5.50	5.65	5.75	5.90	......	......	7.10	7.25	7.50	7.75	8.50	8.70	9.00	......	......
New Jersey Carspring Co.,	P.	15.05	16.10	......	20.95	......	24.05	27.30	......	27.60	29.10	29.75	31.20	31.85	33.40	33.85	......	......	42.45	44.35	44.95	46.85	49.45	50.25	52.30	73.95	76.20
Jersey City, N.J.	C.N.S	......	16.90	......	21.95	......	25.25	28.65	......	28.95	30.55	31.20	32.75	33.50	35.05	35.60	......	......	44.55	46.50	47.20	49.15	51.90	52.90	55.00	77.65	79.90
	Suction N.S.	......	......	......	24.60	......	28.30	32.15	......	32.45	34.15	34.95	36.60	37.50	39.20	39.80	......	......	49.85	52.05	52.90	55.10	58.10	59.10	61.50	86.95	89.50
	G.T.	2.70	2.80	2:95	3.20	......	3.30	3.55	3.65	4.25	4.35	4.50	4.65	4.75	4.85	5.00	5.75	......	5.95	6.05	6.15	6.25	7.20	7.35	7.45	8.00	8.10
	R.T.	2.95	3.10	3.25	3.95	......	4.30	4.65	4.90	5.20	5.45	5.55	5.75	5.90	6.05	6.20	6.55	......	6.90	7.05	7.20	7.35	8.15	8.35	8.50	9.10	9.30
Norwalk Tire & Rubber Co.,	P.	......	†15.40	......	†20.00	......	......	......	......	......	......	......	......	q33.50	......	......	......	......	......	......	q47.35	......	......	......	q55.15	......	......
Norwalk, Conn.	N.S.	......	†16.25	......	†21.00	†22.20	*24.15	......	......	......	†32.20	*32.80	*34.45	*35.25	......	q37.50	......	......	*46.85	*48.95	*49.65	q51.75	*54.70	q55.45	*57.95	......	......
	G.T.	2.90	3.05	3.25	3.55	3.70	3.80	4.00	4.20	......	4.80	4.95	5.10	5.35	5.50	5.65	6.30	......	6.50	6.65	6.80	7.05	7.95	8.05	8.25	8.60	8.75
	R.T.	3.20	3.40	3.65	3.95	4.15	4.20	4.45	4.65	......	5.35	5.50	5.70	5.95	6.10	6.20	6.95	......	7.25	7.40	7.55	7.80	8.80	8.95	9.10	9.55	9.70
Ohio Tire & Rubber Co.,	P.	11.10	10.80	14:40	13.95	14.60	16.85	20.80	22.00	22.75	20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Mansfield, O.	N.S.	12.25	11.95	......	15.45	16.15	18.60	22.95	24.25	25.10	22.70	24.20	24.90	25.85	29.40	27.45	......	......	32.75	34.20	35.90	36.90	42.30	47.90	45.25	......	......
"Ohio"	G.T.	2.50	2.60	2.75	2.95	3.05	3.10	3.25	3.40	3.95	4.05	4.20	4.30	4.40	4.50	4.60	......	......	5.50	5.60	5.70	5.85	6.70	6.80	6.95	......	......
	R.T.	2.80	2.90	3.05	3.30	3.40	3.45	3.60	3.80	4.40	4.50	4.65	4.80	4.90	5.00	5.10	......	......	6.10	6.20	6.35	6.50	7.45	7.55	7.70	......	......
Para-Ball Rubber Co.,	P.	12.00	11.85	15.10	15.35	16.20	18.50	22.50	......	23.00	23.50	24.00	25.20	25.75	28.85	27.35	......	......	34.20	35.75	36.30	37.85	41.95	46.50	45.75	......	......
Columbiana, O.	N.S.	12.90	13.85	17.65	17.95	19.00	20.65	23.40	......	26.90	27.50	28.10	29.50	30.15	31.50	32.00	......	......	40.00	41.80	42.45	44.30	49.95	50.65	52.90	......	......
	G.T.	2.75	2.85	3.05	3.25	3.35	3.40	3.60	......	4.30	4.45	4.60	4.75	4.85	4.95	5.05	......	......	6.05	6.15	6.25	6.45	7.35	7.50	7.65	......	......
	R.T.	3.15	3.35	3.45	3.85	3.95	4.00	4.25	......	5.15	5.30	5.45	5.60	5.70	5.80	6.00	......	......	7.15	7.30	7.45	7.60	8.75	8.85	9.00	......	......
Peerless Tire & Rubber Co.,	N.S.	......	13.85	......	17.95	19.00	20.65	......	......	......	27.50	28.10	29.50	30.15	......		......	......	......	41.80	42.45	......			52.90	......	......
Green Bay, Wis.	G.T.	......	2.85	......	3.25	3.35	3.40	......	......	......	4.40	4.60	4.75	4.85	......		......	......	......	6.15	6.25	......			7.65	......	......
	R.T.	......	3.25	......	3.75	3.95	4.00	......	......	......	5.00	5.25	5.45	5.65	......		......	......	......	7.00	7.25	......			8.70	......	......
Pennsylvania Rubber Co.,	Bar Circle	10.35	10.90	......	14.10	14.75	17.00	17.70	......	......	20.75	22.10	22.75	23.65	24.35	25.10	......	29.45	30.00	31.30	32.85	33.75	38.75	39.25	41.40	53.50	56.10
Jeanette, Pa.	Ebony	12.25	12.50	16.40	16.65	17.15	18.15	18.30	27.70	30.65	24.15	25.60	27.40	29.25	30.10	31.15	44.10	36.60	37.75	38.90	40.90	41.90	46.75	48.10	49.60	60.35	62.80
	Vacuum Cup	13.60	14.00	18.25	18.45	19.00	20.15	20.30	30.75	34.00	26.90	28.40	30.45	32.45	34.90	36.35	49.00	40.65	41.95	43.25	45.40	46.50	51.95	53.45	55.05	67.05	69.80
	Paruco G.T.	2.70	2.80	3.00	3.30	3.45	3.45	3.70	3.95	4.40	4.50	4.65	4.75	4.95	5.05	5.25	5.90	6.00	6.05	6.20	6.30	6.55	7.40	7.50	7.65	8.00	8.20
	Pure Gum R.T	3.50	3.70	3.90	4.30	4.50	4.50	4.80	5.15	5.70	5.90	6.00	6.20	6.45	6.55	6.80	7.65	7.80	7.90	8.05	8.20	8.55	9.55	9.75	9.95	10.40	10.65
Perfection Tire & Rubber Co.,	P.	17.70	18.00	......	21.70	23.05	25.70	27.80	......	......	30.00	31.00	32.00	33.10	34.20	35.30	38.20	39.40	40.65	41.80	43.10	44.25	50.10	51.30	52.80	70.20	73.60
Chicago, Ill.	N.S.	20.85	21.05	......	26.60	27.55	30.60	33.00	......	......	36.90	38.10	39.20	40.45	41.75	43.10	......	46.00	47.60	50.00	52.40	54.60	62.10	64.30	65.70	81.70	83.40
	Tubes	3.20	3.30	3.50	4.20	4.35	4.50	4.80	5.10	5.25	5.35	5.45	5.65	5.80	5.90	6.05	6.85	7.10	7.30	7.45	7.70	7.95	8.75	8.95	9.25	10.55	10.75
Perfection Tube Co.,	G.T.	......	3.55	......	4.00	......	4.15	4.55	......	......	4.75	4.85	4.95	5.15	5.25	5.30	......	5.90	6.00	6.10	6.25	6.35	6.80	6.90	7.00	......	......
Painsville, O.	"Monarch" R.&B.Tubes	......	4.40	......	5.00	......	5.10	5.25	......	......	6.10	6.20	6.40	6.50	6.70	6.80	......	7.50	7.70	7.80	8.25	8.40	9.00	9.50	10.00	......	......
Pharis Tire & Rubber Co.,	P.	10.80	11.45	14.45	14.75	15.40	17.00	18.90	......	......	22.80	23.20	24.20	24.65	25.65	26.05	37.50	......	33.05	34.30	34.75	36.00	39.05	39.55	41.10	......	......
Newark, O.	N.S.	......	12.25	......	15.80	16.50	18.20	20.30	......	......	24.35	24.80	25.95	26.35	27.45	27.90	39.45	34.85	35.35	36.75	37.20	38.55	41.80	42.40	43.90	68.65	60.90
"Pyramid"	G.T.	2.60	2.75	2.85	3.10	3.15	3.25	3.40	......	......	4.30	4.40	4.50	4.60	4.75	4.85	5.60	5.70	5.75	5.90	6.00	6.15	7.05	7.15	7.35	7.80	8.00
	R.T.	2.90	3.00	3.10	3.45	3.50	3.55	3.85	......	......	4.75	4.85	5.05	5.15	5.25	5.35	6.25	6.35	6.40	6.50	6.70	6.80	7.75	8.00	8.10	8.70	8.80
Portage Rubber Co.,	P.	†11.60	†12.50	†13.85	†16.20	†17.10	18.55	21.10	†22.30	†23.50	†24.80	25.25	26.55	27.15	28.40	28.90	†35.65	†36.80	36.10	37.80	38.35	39.90	42.20	†42.85	44.70	†63.00	......
Barberton, O.	Daisy N.S.	†13.40	†14.40	†15.95	†18.55	†19.60	21.40	24.25	......	†27.10	†28.45	29.05	30.55	31.20	32.70	33.30	......	42.25	41.55	43.40	44.10	45.95	48.55	†49.30	51.35	†72.50	†70.80
	Tubes	2.90	3.15	3.40	3.80	3.90	4.05	4.30	4.50	5.00	5.15	5.35	5.55	5.70	5.85	6.00	6.70	6.80	6.95	7.10	7.35	7.50	8.25	8.45	8.55	9.30	9.45
Porter Rubber Co.,	Giant	c13.70	c14.95	......	c19.50	c20.60	22.10	*24.00	......	......	c28.75	*29.40	*30.25	*31.20	*32.05	*33.00	......	*41.15	*42.00	*43.35	*44.35	*45.48	*51.00	q52.00	*53.90	......	......
Salem, O.	N.S.	c14.60	c15.95	......	c20.85	c22.00	23.90	*25.40	......	......	c31.75	*32.20	*33.25	*34.00	*35.85	*36.25	......	*44.55	*45.25	*46.50	*47.75	*49.00	*54.50	q56.00	*57.25	......	......
	G.T.	2.85	3.00	......	3.60	3.70	3.75	3.95	......	......	4.75	4.95	5.05	5.25	5.45	5.60	......	6.35	6.50	6.60	6.75	6.95	7.85	8.00	8.15	......	......
	R.T.	3.15	3.40	......	3.95	4.10	4.20	4.40	......	......	5.30	5.45	5.65	5.85	5.95	6.15	......	7.15	7.25	7.35	7.50	7.75	8.75	8.90	9.00	......	......

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x47	5½x37	5½x38
Quaker City Rubber Co.,	P.	†13.00	†13.75	†14.55	17.70	†18.50	20.40	22.70	.....	.....	†27.45	27.90	29.10	29.60	*30.85	31.35	c37.50	.....	40.15	*41.65	42.20	*43.75	*47.50	48.00	*49.90	.....	.....
Philadelphia, Pa.	"T.T.T" N.S.	†14.40	†15.30	†16.40	19.65	†20.40	22.70	25.30	.....	.....	†30.50	31.05	32.30	32.90	*34.30	34.85	c39.45	.....	42.25	*43.90	44.40	46.00	*49.95	50.55	*52.50	.....	.....
	G.T.	2.90	3.05	3.20	3.40	3.60	3.65	3.80	3.95	4.55	4.65	4.90	5.00	5.10	5.25	5.35	6.20	6.35	6.40	6.50	6.60	6.75	7.75	7.85	8.10	.....	.....
	R.T.	3.20	3.35	3.55	3.75	3.95	4.00	4.20	4.40	5.00	5.05	5.40	5.50	5.60	5.80	5.90	6.85	7.00	7.05	7.15	7.25	7.45	8.55	8.65	8.90	.....	.....
Racine Auto Tire Co.,	P.	c12.50	c13.00	c14.00	17.00	c17.50	19.00	20.00	.....	c25.00	c23.00	25.00	25.50	26.00	27.50	28.00	.....	d33.50	34.50	36.00	37.00	38.00	42.00	43.00	44.00	q63.00	q64.00
Racine, Wis.	N.S.	c13.50	c14.00	c16.00	18.00	c18.50	20.50	23.50	.....	c27.00	c27.50	28.00	28.50	29.00	31.00	32.00	.....	d39.00	40.00	41.00	42.00	43.00	49.00	49.00	49.50	q67.00	q68.00
"Horse Shoe"	Cord	.....	.....	.....	c29.00	.....	d30.00	d33.00	.....	.....	c36.00	d37.00	d38.00	39.00	.....	.....	.....	d45.00	46.00	47.00	49.00	.....	58.00	.....	60.00	.....	75.00
	G.T.	2.75	2.85	3.10	3.25	3.35	3.40	3.60	.....	4.25	4.45	4.60	4.75	4.85	4.95	5.05	.....	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.65	7.95	8.00
	R.T.	.....	3.40	.....	4.25	4.35	4.45	.....	.....	.....	5.45	5.50	5.60	5.75	.....	6.25	.....	.....	7.50	7.75	7.80	7.90	8.80	8.95	9.25	9.50	9.75
Racine Rubber Co.,	P.	11.70	12.55	14.65	15.50	16.30	17.80	20.15	23.50	24.80	23.75	24.20	25.40	25.95	27.20	27.65	35.70	33.40	34.50	36.05	36.60	38.15	40.30	40.90	42.70	57.00	58.85
Racine, Wis.	Country Road N.S.	13.00	14.70	17.20	17.80	18.70	20.55	23.25	27.25	29.05	27.30	27.80	29.25	29.80	31.15	31.45	42.00	40.05	40.60	42.45	43.10	44.75	49.75	50.45	52.65	67.25	69.10
	Trusty N.S.	19.00	20.25	26.00	25.10	26.45	28.85	32.70	41.75	44.10	38.45	39.20	41.15	42.00	47.90	44.80	.....	53.10	54.90	57.35	58.20	60.60	67.45	68.50	71.45	94.50	96.65
	G.T.	2.45	2.60	2.80	3.05	3.15	3.25	3.40	3.60	4.00	4.10	4.25	4.35	4.55	4.70	4.80	5.40	5.50	5.60	5.70	5.85	6.00	6.80	6.90	7.05	7.35	7.50
	R.T.	2.95	3.20	3.40	3.70	3.90	3.95	4.20	4.40	4.90	5.00	5.15	5.40	5.55	5.70	5.90	6.55	6.75	6.80	7.00	7.10	7.30	8.30	8.45	8.55	9.00	9.10
Republic Rubber Co.,	P.	c11.75	c11.95	c16.00	15.45	c17.10	18.65	21.15	†26.90	†28.45	†24.85	25.35	26.60	27.15	28.40	28.90	39.00	*35.60	36.15	37.80	38.35	39.95	42.20	42.85	44.70	†65.25	q61.60
Youngstown, O.	WM N.S.	c12.30	c13.10	.....	17.00	.....	19.55	22.20	.....	.....	c26.10	26.60	27.95	*28.50	.....	.....	q43.20	.....	q37.65	*39.70	*40.25	.....	*44.40	.....	*46.90	.....	.....
	Staggard N.S.	c13.65	c13.95	c18.70	17.95	c20.15	21.85	24.80	†31.65	†32.25	†29.15	29.60	31.20	31.85	33.30	33.85	†45.65	41.55	42.40	44.15	44.90	46.70	52.80	53.55	55.85	†81.55	77.00
	G.T.	2.75	2.85	3.10	3.40	3.50	3.55	3.80	3.95	4.40	4.55	4.70	4.80	5.00	5.15	5.35	5.95	6.10	6.15	6.25	6.45	6.65	7.50	7.65	7.75	8.15	8.25
	R.T.	3.05	3.25	3.45	3.75	3.90	3.95	4.20	4.40	4.95	5.05	5.15	5.40	5.60	5.75	5.90	6.60	6.60	6.85	7.00	7.15	7.35	8.30	8.45	8.60	9.00	9.20
Reynolds, W. C.,	P.	.....	17.50	.....	21.90	.....	24.90	27.50	.....	.....	31.60	33.90	35.10	36.10	37.70	38.80	44.55	45.65	47.60	48.85	49.30	49.90	57.50	58.90	59.75	70.30	72.80
129 W. 37th St., N.Y.	N.S.	.....	24.40	.....	29.80	.....	31.60	34.65	.....	.....	40.10	41.45	42.70	44.60	45.70	46.80	54.80	55.90	57.75	58.45	59.70	60.90	67.70	68.50	69.75	90.50	93.25
"Para"	T.	.....	3.75	.....	5.25	.....	5.50	6.00	.....	.....	7.25	7.50	7.50	8.00	8.00	8.50	9.50	10.00	10.00	10.00	10.50	10.75	10.00	11.50	12.50	13.75	14.75
Rubber Ins. Metals Co.,	P.	c16.50	c16.56	c20.96	§21.51	c23.76	24.48	*26.62	c28.38	†30.80	†29.04	29.43	30.91	32.34	32.67	33.44	†41.53	d36.36	39.93	41.14	42.35	43.45	48.84	†50.38	51.59	†67.21	†68.64
Plainfield, N.J.	N.S.	c19.44	c19.67	c24.21	§24.90	c27.20	28.69	*32.09	c34.33	†35.36	†33.58	34.21	35.71	36.40	37.72	38.18	†47.27	d46.46	48.07	49.57	52.44	54.17	58.71	59.86	64.06	†80.04	†84.87
"Century"	R.T.	3.10	3.20	3.40	4.10	4.25	4.40	4.70	5.00	5.10	5.20	5.30	5.50	5.65	5.75	5.90	6.65	.....	7.10	7.25	7.50	7.75	8.50	8.70	9.00	10.30	10.50
Rubber Products Co.,	P.	.....	c16.25	.....	c20.80	c22.15	*24.00	*26.95	.....	.....	c30.75	*31.40	*32.70	*33.35	*35.00	*35.55	.....	*38.80	*39.95	*41.20	*42.35	*43.55	*49.35	*50.80	*52.15	.....	.....
Barberton, O.	N.S.	.....	c17.80	.....	c22.80	c24.00	*26.20	*29.50	.....	.....	c33.70	*34.20	*35.80	*36.50	*38.30	*38.80	.....	*44.45	*46.00	*47.50	*51.15	*53.40	*57.25	*57.95	*60.30	.....	.....
"Stronghold"	G.T.	.....	3.45	.....	4.20	4.25	4.35	4.60	.....	.....	5.60	5.75	6.00	6.20	6.40	6.55	.....	7.50	7.65	7.80	7.95	8.20	9.20	9.35	9.55	.....	.....
	R.T.	.....	3.75	.....	4.55	4.60	4.75	4.95	.....	.....	6.25	6.45	6.60	6.75	6.95	7.20	.....	8.00	8.15	8.30	8.65	8.80	9.90	10.05	10.25	.....	.....
Rutherford Rubber Co.,	High Bar N.S.	c13.80	c16.45	.....	§21.08	c22.39	*23.56	.....	.....	.....	30.23	*37.95	*39.22	*40.48	.....	q43.01	.....	*51.87	*53.13	*54.40	*55.66	*56.93	*63.25	*64.52	*67.05	q70.84	q73.37
Rutherford, N.J.,	"Sterling" R.T.	3.71	3.97	4.28	5.40	5.50	5.66	6.05	6.31	6.29	6.47	6.59	6.83	7.02	7.14	7.38	8.11	8.40	8.65	8.89	9.13	9.44	10.46	10.70	10.89	12.46	12.83
Savage Tire Co.,	P.	c10.90	c11.50	14.95	§14.60	c15.30	16.70	18.60	*23.40	†24.25	c21.15	22.15	22.55	23.15	24.15	25.90	.....	*31.75	*33.05	*34.20	*34.70	*35.80	*38.85	*39.30	*40.70	q59.20	q54.45
San Diego, Cal.	N.S.	c13.10	13.80	18.00	§17.55	c18.40	20.00	21.85	*27.10	†28.40	c24.80	25.40	25.90	26.60	27.80	29.80	.....	*35.65	*37.65	*39.20	*39.95	*42.10	*42.25	*44.95	*46.30	q68.00	q62.00
	Grafinite T.	2.85	2.95	3.20	3.60	3.75	3.85	4.10	4.45	4.70	4.70	4.85	4.90	4.95	5.05	5.15	.....	5.95	6.20	6.30	6.50	6.60	7.35	7.55	7.65	9.00	9.15
Semple Rubber Co., Trenton, N.J.	Semco R.T.	3.25	3.40	3.55	4.10	4.20	4.30	4.60	.....	.....	5.50	5.65	5.80	6.00	6.15	6.30	7.25	7.45	7.60	7.75	7.90	8.10	8.95	9.15	9.40	10.00	10.25
Schavoir Rubber Co.,	G.T.	2.75	2.85	3.00	3.25	3.35	3.40	3.55	3.75	4.25	4.45	4.60	4.75	4.85	4.95	5.05	5.90	6.00	6.05	6.15	6.25	6.40	7.35	7.50	7.65	8.20	8.30
Stamford, Conn.	R.T.	3.05	3.20	3.35	3.65	3.75	3.80	3.95	4.20	4.85	4.95	5.10	5.25	5.40	5.50	5.60	6.55	6.65	6.70	6.80	6.95	7.15	8.20	8.30	8.50	9.10	9.25
	Jumbo R.T.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.50	.....	.....	.....	.....	8.00	.....	8.35	.....	10.40	10.55	10.70	.....	11.00
Smith Canvas Tread Tire Co.,		†18.12	†20.89	.....	25.11	†28.13	28.88	31.73	.....	†36.48	†37.25	38.00	38.76	39.53	41.04	42.56	48.65	49.41	50.16	53.20	53.97	54.73	60.81	62.32	65.37	†82.09	†85.13
Utica, N.Y.	Tubes	3.94	4.14	.....	4.76	5.15	5.66	6.03	.....	6.26	7.05	7.19	7.39	7.60	7.74	8.06	8.21	8.59	9.21	9.48	9.91	10.14	11.12	11.23	11.61	13.29	15.55
Standard Tire & Rubber Mfg.Co.,	P.	16.50	17.00	.....	21.80	22.60	23.40	26.40	.....	28.60	29.00	30.80	31.40	32.40	33.00	34.00	.....	40.40	42.00	43.00	44.40	46.00	52.00	53.20	54.00	68.00	72.00
Cleveland, O.	N.S.	10.50	19.00	.....	25.00	28.00	28.80	30.00	.....	32.40	33.00	33.80	34.60	35.40	36.60	37.60	41.00	42.20	43.00	44.00	46.40	48.00	53.20	56.00	57.80	75.00	80.00
	"Cleveland Standard" G.T.	3.05	3.20	3.45	3.75	3.85	3.95	4.20	4.30	4.90	5.05	5.25	5.40	5.55	5.80	5.90	6.60	6.70	6.80	7.05	7.20	7.40	8.30	8.50	8.70	8.95	9.15
	R.T.	3.35	3.60	3.80	4.15	4.35	4.40	4.70	4.90	5.45	5.55	5.80	6.00	6.20	6.40	6.50	7.30	7.45	7.65	7.75	8.05	8.25	9.25	9.40	9.60	10.00	10.20
	Velvetread N.S.	.....	c14.30	.....	c17.90	.....	d18.40	.....	.....	.....	c23.80	d24.40	d25.60	26.80	.....	.....	.....	d34.40	.....	d36.20	d37.40	d39.20	d43.20	.....	46.00	.....	.....
	"Willow" Tubes G.T.	3.00	3.10	.....	3.50	3.60	3.70	3.90	.....	.....	4.35	4.45	4.65	4.75	4.85	4.95	.....	5.80	5.85	5.95	6.05	6.15	7.00	7.10	7.20	.....	8.20
	R.T.	3.30	3.40	.....	3.95	4.05	4.15	4.30	.....	.....	4.90	5.00	5.25	5.35	5.45	5.55	.....	6.50	6.55	6.65	6.80	7.00	7.80	8.00	8.10	.....	9.15
Star Rubber Co.,	Ribbed	.....	c17.00	.....	21.90	c24.40	25.10	.....	.....	.....	30.75	d31.90	d33.10	*34.30	.....	.....	.....	.....	*42.15	*43.40	*44.60	.....	*51.85	*53.30	q56.70	q71.30	q72.80
Akron, O.	All Star N.S.	.....	.....	.....	24.80	.....	28.55	*31.05	.....	.....	34.55	d35.70	d36.75	*38.05	.....	.....	.....	*43.00	*44.50	*45.90	*47.30	.....	*56.60	*57.30	q61.35	q77.20	q79.65
	Pure Gum Tubes	.....	3.55	.....	4.50	4.65	4.95	5.15	.....	.....	5.70	5.85	6.05	6.20	6.35	6.50	.....	7.60	7.80	8.00	8.25	.....	9.35	9.55	9.90	11.35	11.55
Swinehart Tire & Rubber Co.,	P.	c11.60	c12.45	c15.90	†16.15	c17.05	18.60	21.05	†23.55	.....	c24.75	25.25	26.55	27.10	*28.35	28.80	†33.80	†34.85	36.00	*37.65	38.20	q39.85	*42.05	†42.70	44.55	q65.30	q61.30
Akron, O.	Ribbed	c12.20	c13.15	c16.80	†17.05	c18.00	19.60	22.20	†24.80	.....	c26.10	26.65	28.00	28.60	*29.95	30.40	†35.65	†36.80	38.00	*39.70	40.35	q42.05	*44.40	†45.05	47.00	q68.75	q64.55
	N.S.	c13.60	c14.60	c18.60	†18.90	c20.00	21.75	24.65	†27.55	.....	c28.95	29.60	31.05	31.75	*33.15	33.70	†39.55	†40.80	42.10	*44.00	44.70	q46.65	*52.60	†53.30	55.70	q80.35	q76.60
	Tubes	2.90	3.00	3.20	3.40	3.55	3.60	3.80	3.95	.....	4.70	4.85	5.00	5.10	5.20	5.30	6.20	6.30	6.35	6.45	6.60	6.80	7.75	7.90	8.05	8.40	8.60
Ten Broeck Tire Co.,	P.	c11.27	c11.90	c15.12	15.06	c15.81	17.42	*19.43	q24.72	c26.85	c23.28	23.63	24.72	25.18	*26.16	26.45	c38.81	.....	*34.55	35.88	36.28	*37.66	q42.32	†42.83	43.35	†68.36	q58.19
Louisville, Ky.	N.S.	c12.65	c13.51	c17.36	17.71	c18.57	20.24	*22.88	q29.38	c26.56	c27.71	28.23	29.67	30.30	*31.74	32.25	c38.06	.....	*39.21	41.09	41.57	*42.24	q46.51	†47.26	49.22	†79.92	q67.79
	G.T.	2.75	2.86	3.02	3.24	3.35	3.41	3.57	3.74	4.34	4.45	4.62	4.73	4.84	4.95	5.06	5.88	.....	6.05	6.16	6.27	6.43	7.37	7.48	7.64	8.19	8.30
Thermoid Rubber Co.,	P.	†9.85	†10.55	†11.75	13.75	†14.55	15.80	[illegible]	†18.90	†19.95	†21.05	21.45	22.55	23.00	24.10	24.55	†30.65	31.20	30.65	32.00	32.45	33.85	†35.75	†36.30	37.85	†50.75	†52.20
Trenton, N.J.	N.S.	†11.05	†11.90	†13.25	15.45	†16.35	17.75	20.15	†21.30	†22.45	†23.70	24.15	25.35	25.85	27.10	27.60	†34.50	25.10	34.50	36.00	36.50	38.05	†40.20	†40.80	42.55	†57.10	†58.75
"Nassau"	G.T.	2.50	2.60	2.70	2.95	3.05	3.10	3.25	3.40	3.85	4.05	4.20	4.30	4.40	4.50	4.60	5.35	5.45	5.50	5.60	5.70	5.85	6.70	6.80	6.95	7.25	7.55
	De Luxe R.T.	2.85	3.15	3.40	3.65	3.75	3.95	4.20	4.45	4.65	4.80	4.90	5.10	5.25	5.45	5.65	6.15	6.40	6.65	6.90	7.15	7.40	8.85	9.25	9.50	10.25	10.50
	"Thermoid" N.S.	c21.05	c21.20	.....	c26.65	c28.45	*30.60	*33.25	.....	.....	c36.95	*38.25	*39.30	*40.75	*41.30	*43.95	.....	.....	*48.75	*50.80	*53.90	*55.45	q61.80	q63.90	*66.25	d81.85	d87.80
	R.T.	3.25	3.35	.....	4.30	4.45	4.60	4.95	.....	.....	5.40	5.50	5.70	5.90	6.00	6.15	.....	.....	7.30	7.45	7.75	8.00	8.75	8.95	9.25	10.60	10.80
Twin City Cord Tire Co.,	P.	.....	.....	.....	.....	.....	d28.65	.....	.....	.....	.....	d36.40	d37.35	d38.40	.....	d40.30	.....	d42.10	d43.20	d44.20	d45.25	d46.30	d53.70	d54.95	d56.30	.....	d60.55
Minneapolis, Minn.	Archer Cord N.S.	.....	.....	.....	.....	.....	d30.15	.....	.....	.....	.....	d38.30	d39.30	d40.40	.....	d42.40	.....	d44.30	d45.45	d46.50	d47.65	d48.75	d56.55	d57.85	d59.25	.....	d63.75
	G.T.	.....	3.00	.....	3.10	.....	3.25	.....	.....	.....	.....	4.40	4.50	4.60	.....	4.85	.....	5.70	5.80	5.90	6.00	6.15	7.05	7.15	7.30	.....	7.90
	R.T.	.....	3.35	.....	3.50	.....	3.60	.....	.....	.....	.....	4.90	5.05	5.15	.....	5.35	.....	6.35	6.40	6.50	6.65	6.80	7.80	7.90	8.10	.....	8.80
Tyer Rubber Co.,	P.	c11.80	†13.15	q14.45	†16.55	c17.50	*19.05	*21.60	.....	q24.00	c25.30	*25.90	*27.15	*27.80	*29.05	*29.50	.....	.....	*36.95	*38.60	*39.15	*40.75	*43.00	*43.70	*45.65	q61.00	62.90
Andover, Mass.	Hold Tite N.S.	c12.90	†14.30	q15.60	†18.25	c19.20	*20.75	*23.25	.....	q26.25	c27.55	*28.15	*29.45	*30.00	*31.30	*31.75	.....	.....	*39.75	*41.40	*41.95	*43.60	*45.85	*46.50	*48.50	q66.05	67.95
	Tourist G.T.	2.50	2.60	2.70	3.05	3.10	3.20	3.40	.....	3.95	4.10	4.25	4.35	4.50	4.65	4.80	.....	.....	5.55	5.70	5.85	6.00	6.75	6.85	6.95	7.45	7.60
	Tourist R.T.	2.80	2.90	3.00	3.40	3.50	3.55	3.75	.....	4.40	4.55	4.70	4.85	5.00	5.15	5.30	.....	.....	6.20	6.30	6.50	6.70	7.50	7.60	7.70	8.30	8.45
	Ex. Heavy G.T.	2.85	3.00	3.20	3.40	3.45	3.55	3.75	.....	4.55	4.70	4.85	4.95	5.10	5.25	5.35	.....	.....	6.30	6.45	6.60	6.75	7.65	7.80	7.95	8.55	8.70
	Ex. Heavy R.T.	3.15	3.30	3.45	3.80	3.85	3.95	4.20	.....	5.05	5.20	5.35	5.50	5.65	5.75	5.90	.....	.....	6.95	7.15	7.30	7.45	8.55	8.70	8.85	9.45	9.60

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
U. & G. Rubber Mfg. Co.,	P.	11.10	10.80	14.40	13.95	14.60	16.85	20.80	......	22.75	20.60	21.95	22.55	23.45	26.60	24.90	......	29.20	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Trenton, N.J.	N.S.	11.65	11.35	15.10	14.70	15.35	17.70	21.85	......	23.90	21.60	23.05	23.70	24.60	28.00	26.15	......	30.65	31.20	32.55	34.20	35.15	40.30	45.60	43.10	......	......
"Safety"	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	......	4.05	3.85	3.95	4.10	4.25	4.80	4.50	......	5.00	5.20	5.40	5.60	5.80	6.55	7.35	6.85	......	......
	R.T.	3.15	3.00	3.40	3.35	3.60	3.75	4.40	......	4.45	4.25	4.35	4.50	4.70	5.30	4.95	......	5.50	5.70	5.95	6.15	6.40	7.20	8.10	7.55	......	......
United States Tire Co.,	P.	12.30	11.40	13.90	14.80	15.60	17.20	22.45	25.00	27.90	22.70	23.15	24.25	24.80	29.90	26.40	36.20	32.35	33.40	34.90	35.45	36.90	39.85	46.50	42.25	63.55	75.60
1790 Broadway,	USCO N.S.	12.90	12.00	14.65	15.55	16.40	18.05	23.50	......	......	23.80	24.30	25.45	26.05	31.40	27.70	38.00	33.95	35.10	36.65	37.25	38.75	41.80	48.80	44.35	66.70	......
N.Y. City	Chain N.S.	14.65	13.55	16.50	17.65	18.55	20.30	26.35	29.40	33.95	27.70	28.20	29.70	30.30	36.50	32.20	43.55	38.95	40.30	42.10	42.70	44.50	47.80	55.90	50.65	75.60	90.70
"G. & J.," "Revere,"	Nobby N.S.	17.10	18.25	23.40	23.75	25.00	27.30	30.95	39.50	44.70	36.35	37.08	38.95	39.70	45.30	42.35	62.00	50.22	51.90	54.25	55.00	57.30	63.80	64.75	67.56	89.35	91.35
"Hartford"	Royal Cord N.S.	......	......	......	......	......	32.60	......	......	......	......	41.45	42.50	43.70	......	46.15	46.55	47.90	49.30	50.40	51.60	52.85	61.15	62.50	63.95	......	69.00
	G.T.	2.60	2.75	2.85	3.40	3.50	3.65	3.90	4.10	4.30	4.40	4.55	4.70	4.80	4.95	5.15	5.60	5.80	5.85	6.00	6.25	6.45	7.30	7.40	7.55	7.95	8.05
	R.T.	3.30	3.40	3.65	4.25	4.35	4.45	4.85	4.95	5.30	5.45	5.50	5.60	5.70	5.95	6.05	7.20	7.30	7.35	7.50	7.65	7.75	8.80	9.00	9.20	10.10	10.25
Victor Rubber Co.,	P.	14.45	15.25	......	19.30	20.30	22.40	......	......	......	29.20	29.70	31.00	31.55	32.90	33.25	......	39.80	40.25	41.90	42.30	43.90	49.90	50.55	52.45	67.10	67.85
Springfield, O.	Ribbed	15.20	16.00	......	20.27	21.30	23.50	......	......	......	30.65	31.20	32.55	33.15	34.55	34.90	......	41.88	42.35	44.10	44.50	46.20	52.55	53.20	55.20	70.60	71.40
	N.S.	16.15	17.10	......	21.75	24.40	25.00	......	......	......	32.75	33.30	34.75	35.45	36.85	37.20	46.80	47.00	47.45	49.30	50.00	51.70	58.85	59.50	61.80	79.20	80.00
	Victor G.T.	2.80	3.00	......	3.50	3.75	3.85	......	......	......	4.70	4.80	4.95	5.10	5.30	5.45	6.20	6.30	6.45	6.60	6.75	6.90	7.75	7.85	8.05	8.50	8.75
	Victor R.T.	3.10	3.25	......	3.85	4.35	4.50	......	......	......	5.25	5.40	5.55	5.70	5.85	6.00	7.00	7.05	7.20	7.40	7.55	7.70	8.55	8.75	8.90	9.65	9.75
	Springfield Tube	3.85	4.10	......	5.05	5.20	5.25	......	......	......	6.15	6.25	6.45	6.60	......	6.85	......	8.05	8.25	8.45	8.65	8.80	9.60	9.80	10.00	11.65	12.25
	Springfield R.T.	4.20	4.40	......	5.45	5.55	5.65	......	......	......	6.65	6.75	6.90	7.05	......	7.40	......	8.75	8.90	9.15	9.30	9.50	10.35	10.55	10.80	12.65	13.25
Wilson Tire & Rubber Co.,	P.	c11.10	c10.80	......	c13.95	......	d16.85	......	......	......	......	d21.95	......	d23.45	......	......	......	......	......	......	......	......	......	......	......	......	......
Springfield, Ill.	N.S.	c11.65	c11.35	......	c14.70	c15.35	d17.70	......	......	......	c21.60	d23.05	d23.70	d24.60	......	......	......	......	......	......	......	......	......	......	......	......	......
"Wearwell"	G.T.	2.15	2.00	......	2.30	2.50	2.55	......	......	......	2.95	3.05	3.15	3.25	......	3.45	......	3.85	4.00	4.15	4.30	4.45	5.05	......	5.25	......	......
	R.T.	2.35	2.20	......	2.55	2.75	2.80	......	......	......	3.20	3.35	3.45	3.60	......	3.80	......	4.25	4.40	4.55	4.75	4.90	5.55	......	5.80	......	......
Woodworth Mfg. Corp.,	P.	16.85	17.90	......	24.15	24.85	25.90	27.70	......	......	34.30	35.60	36.80	37.95	39.10	40.25	......	......	51.50	53.15	54.60	56.25	61.75	63.60	65.45	......	......
Niagara Falls, N.Y.	N.S.	18.95	20.00	......	26.65	27.80	29.00	30.15	......	......	38.65	40.00	41.40	42.80	44.15	45.55	......	......	57.95	59.80	61.45	63.25	69.45	71.55	73.60	......	......
	T.	3 55	3.70	......	3.90	3.95	4.00	4.25	......	......	5.75	6.00	6.10	6.20	6.30	6.45	......	......	7.85	8.10	8.35	8.55	9.10	9.40	9.60	......	......

Association Items

AUTOMOBILE CALENDAR

TRENTON, N. J.—Trenton Automobile Trade Assn., Armory; Mgr.: John L. Brock, March 21-24.

DEADWOOD, S. D.—Fifth Annual; Mgr. J. E. Nelson, March 27-31.

CLINTON, IA.—Second Annual, Clinton Automobile Dealers Assn., March 27-31.

CALUMET, MICH.—Coliseum; Mgr. Frank Ketchell, April

STOCKTON, CAL.—Second Annual San Joaquin Auto Trades Assn.; Mgr.: Samuel S. Cohn, April 4-7.

SPOKANE, WASH.—Interstate Fair, Sept. 2-9.

MILWAUKEE, WIS.—Third Annual Fall, State Fair Park, West Allis, Sept. 9-15.

GENERAL

HOT SPRINGS, VA.—Summer Meeting, National Association of Automobile Accessory Jobbers, Homestead Hotel, June 4-5-6.

Nebraska Will Organize

The organization convention of the Nebraska Automobile Trade Association will be held at Omaha, Wednesday, March 28. Preliminary plans have been worked out by J. C. Thorpe, general director of the National Automobile Trade Association working with the Omaha Automobile Dealers Association.

Following are the subjects outlined for discussion: Co-operation, Efficiency and Service; Significance of Retail Trade Organizations; Retail Trade Organization and the Manufacturer; Review of the Lien Law Legislation; Retail Automobile Credits and Banking; The Automobile Business, Its Problems and Their Solution.

A complimentary dinner will be tendered the jobbing interests, who it is expected will attend the convention. It is hoped that there will be a large attendance of dealers from all over the State of Nebraska.

To Discourage Giving of "Extras"

STURGEON BAY ASS'N TO STANDARDIZE PRICES OF GOODS AND REPAIR SHOP LABOR

The Sturgeon Bay Motor Car Dealers' Association, which is being organized at Sturgeon Bay Wis., will have as one of its principal objects the discouragement of the practice of dealers to "throw in" extras with car sales. Besides, it intends to see to it that purchasers will pay the price advertised by the factories, and the freight from factories to selling points. Labor in the repair shop also will be standardized as a charge. The association will establish a clearing house, having selected the garage and repairshop of Harry Hocks for the 1917 season, and Hocks will handle all used cars tendered as part payment for new machines.

Manitoba Motor Trades Association Organizes for Better Business

More than a hundred dealers from The Provinces of Winnepeg, Alberta and Saskatchewan organized in February under the name Manitoba Motor Trades Association.

Many lines of work are contemplated and the association expects to be very active for the next few months. They plan to hold a big meeting in July at the Brandon Fair.

Offices of the Detroit Automobile Dealers' Association have been moved from 982 Woodward avenue to the Gladwin building, 670 Woodward avenue, where Harold Stuart, secretary, will have his headquarters.

MOTOR RECORD

INCLUDING "AUTOMOBILE BUYERS' REFERENCE"

Vol. I. APRIL, 1917 No. 2

The hearty welcome with which the first number of MOTOR RECORD has been received by the automobile trade is the most gratifying and convincing proof of the fact that we were correct in our belief, that the manufacturer, dealer jobber and garage man have long been desiring a paper combining the news value of the trade publication with the informative value of a monthly revised trade compendium.

No other publication has ever combined these features? No other publication has ever furnished monthly revised specifications of pleasure cars and trucks, or the current prices of all makes and types of tires. That is why we are hearing on every side such remarks as: "Just what we have been looking for!" "Why didn't somebody think of this before?"

It is our intention to make MOTOR RECORD a live Exchange for manufacturers, jobbers, dealers and garages. If the manufacturer brings out an improvement or a new appliance, it can be presented to the Trade here most advantageously; if he desires any information, technical, commercial or otherwise, here is the place to seek it. If we cannot, of ourselves, supply the dope, we undertake to get it. The same statement is good as to the jobber, the dealer and the garage. Make MOTOR RECORD your Clearing House. The paper is yours, and suggestions are invited. Incidentally, while we are disposed to work nights and Sundays to serve you, it goes without saying, that we are not unmindful of our own interests. Our subscription list is still open.

MOTOR RECORD

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NOTICE TO ADVERTISERS

Insertion of new advertisements or change of copy canot be guaranteed if received later than the 15th of the month preceding the date of publication.

PRESIDENT WILSON said in his recent proclamation to the people of the United States:

"The manufacturer does not need to be told, I hope, that the nation looks to him to speed and perfect every process; and I want only to remind his employees that their service is absolutely indispensable and is counted on by every man who loves the country and its liberties."

With considerable gratification, and not without a thrill of pride, it can be said that the automobile industry has responded with all its heart and soul to the call of the nation. Each manufacturer is "doing his bit," and that it is not by any means a little "bit" is shown by the magnitude of some of the work that is being carried out for the government. The Goodyear Tire & Rubber Company, for example, is working on nine big derigibles authorized for coast and harbor patrol. Ammunition is being produced at the factory of the Chalmers Motor Company. The Stutz Motor Car Company has donated to the government six motor ambulances. Everywhere the industry has turned its attention to the needs of the government.

It is learned with considerable relief that preparedness plans have been formed to prevent the drafting into active military service of men qualified in the work of factories that would be needed for government manufacturing purposes. This was one of the mistakes made by the Allies early in the war.

To take such men from the factories when the demand for military products was great would be very serious. To leave them, even if the demand was not great, would merely prevent normal production from suffering through dearth of labor.

THAT the demand for farm tractors is increasing and will continue to increase, is now very evident. There will be more than 34,000 gasoline tractors used in the United States during the coming year according to the United States Department of Agriculture, which has obtained its data through letters sent to 32,000 selected correspondents.

War conditions demand that the farmer produce larger crops than ever before and this will have its effect upon the automobile industry in the increased demand for tractors. The farmer must employ every means possible to speed up the tilling of his land and the tractor is a most valuable asset in this respect. The failure of a tractor while in operation in the fields means a serious loss to the farmer.

Old tractors that have been in use for several years are apt to break down, especially if they have not received very good care, which is often the case. To operate the farm in the most efficient manner it is essential that the tractor equipment be of the best. This will increase the demand for new tractors.

INDICATION of the fact that war conditions have brought the War Department and the automobile industry into closer touch with each other is given by the revised specifications for military trucks just completed by the Government. Following conferences with automobile men the specifications were made more practical for commercial manufacture, detail requirements being made somewhat less severe while larger matters of design were given more attention.

Military motors have to operate under very severe conditions and this necessitates an oiling system that can be relied on at all times. Pressure lubrication has proved most reliable for the racing car engine, which also has to be operated under unusually severe conditions, and it is, therefore, not surprising that the War Department has made pressure lubrication one of the requirements.

Flexibility of operation is also a necessity in such a vehicle and so the four-speed transmission is required. That preference is given to the worm drive is worth noting, and the fact that some form of differential locking device is required is not remarkable considering the bad roads that are sure to be encountered.

IT appears that the plan to give automobile dealers of New England the facilities of a bonded warehouse in which to store their cars, should meet with considerable success. Business men are backing the plan, the essential feature of which is the erection of a large warehouse in Boston and of branch warehouses in other cities of New England. In these houses dealers may store their cars and, if desired, place them under bond in order to secure loans on them.

Such warehouses should prove most valuable to those dealers who have had difficulty in securing space in which to store their cars. That many have been experiencing such difficulty is shown by the fact that one Boston agent reported having cars stored in twelve places last fall. The enlargement of loan facilities also should be appreciated by the dealer.

John T. Clinton, manager of the Buffalo branch of the Firestone Tire & Rubber Company, has been sent to Boston to manage the branch there succeeding D. C. Swander, who has gone to join the Motor Parts Co. Mr. Clinton was temporary manager of the Boston branch for some months following the retirement of Thomas J. Glenn, a year ago.

How to Sell Motor Cars

By A. D. DAVIS

In this series of articles Mr. Davis will take up not only the question of actually selling but also the developing a sales organization, including Direct Mail Campaign, Local Advertising, Selling Talks and Financing Sales.—ED. NOTE.

IN the last issue of MOTOR RECORD was taken up the question of compilation of a proper mailing list and methods of following it up. In this issue will be taken up the character of printed matter and information necessary to write proper letters to be used in this follow up system. There is such a wide divergency of opinion as to what is good printing matter, or a good selling letter, that one almost gets to the point of believing that nothing is good until it has actually demonstrated its pulling power. Following out this idea the writer made a number of calls on dealers, requesting the privilege of publishing some of the letter that they had really found effective.

The investigation showed that relatively few dealers had really done any consistent work along this line. Here and there there was an exception, but in most cases there had been no consistent follow-up, and those few exceptions who had consistently followed it up treasured their letters more than great riches. It was possible to get, from a few dealers, however, some of the letters that had been real pullers, which are published at the end of this article. The information also was obtained that while many of them had had letters written for them by experts, and had used all sorts of trick methods to get the attention of the buyers, those which had pulled best were letters that they had written themselves. giving plain statements of fact, regarding their car, and a request to allow them to demonstrate what they were able to do.

In order to write convincing letters or circulars for the sale of motor cars or, for that matter, in order to sell a car by personal contact, a dealer or salesman must have a thorough knowledge of his particular car. In order that you may be able to reply to any question that a prospect may ask you, and to test out yourself or your salesman, a number of questions are printed herewith. If you are unable to answer these, the quicker you get the information the more efficient you will become, as they are questions that are bound to come up. If you are able to reply to them at once it gives your customer a confidence in your knowledge of the car and the fact that you would not be selling it unless it was good.

LIST OF QUESTIONS

1. What motor is used?
2. What are its particular features?
3. What is the bore and stroke of the motor?
4. What is the piston displacement?
5. What is the normal motor speed?
6. At what speed does the motor develop its maximum horsepower?
7. What is the maximum horsepower?
8. How is the motor suspended?
9. What is the rated horsepower?
10. How is the motor cooled?
11. Is the cooling water circulated by pump or thermo-syphon system?
12. What type of fan is used?
13. How is the fan driven?
14. Can the fan belt be adjusted and how?
15. Can the water pump be detached easily?
16. What type of radiator is used?
17. How is the wrist pin fastened to the connecting rod?
18. What type of bearing is used at the wrist pin end of the connection rod?
19. Can this bearing be renewed?
20. How can the piston be taken out of the cylinder?
21. How are the cylinders cast?
22. Are the cylinder heads removable?
23. Is the combustion chamber machined inside?
24. Will the cylinder heads loosen or leak compression after the car is used for a while?
25. How many pounds compression is used in the cylinder?
26. What material is used in the cylinders?
27. How is the cam shaft driven?
28. How many bearings on the cam shaft?
29. How can the cam shaft be taken out of the motor?
30. What kind of valves are used?
31. What type of push rods are used?
32. How close should the push rod be adjusted?
33. How do you grind the valves of a motor?
34. What is the size of the valves?
35. What oiling system is used.
36. How does this system operate?
37. What is the oil capacity?
38. What clutch is used?
39. How do you adjust the clutch?
40. What type of transmission is used?
41. What is the gear ratio?
42. What kind of oil is used in the transmission?
43. Will the gears run quietly in light oil?
44. What kind of bearings are used in the transmission?
45. What universal joint is used?
46. How many universal joints are used?
47. What type of propeller shaft is used?
48. What type of rear axles?
49. Whose make of rear axle?
50. What type of gears are used in the axle?
51. What kind of bearings are used in the differential?
52. What is the gear ratio?
53. What type of front axle is used?
54. What is the road clearance of the car?
55. What type of steering gear is used?
56. What kind of bearings are used in the front wheel?
57. Who makes them?
58. What type of rear springs are used?
59. What is the size of the brakes?
60. How is the torque of the engine taken up?
61. What ignition system is used?
62. What is meant by a one-unit or two-unit system?
63. How is the generator driven?
64. How can the generator be taken off?
65. What starting and lighting system do you use?
66. Where is the starting motor located?
67. Explain how the starting and lighting system works?
68. What battery is used?

69. What carburetter is used?
70. How is fuel fed to the carburetter?
71. What is the difference between a gravity and vacuum feed?
72. What is the capacity of the gasoline tank?
73. Where is it located?
74. What style of frame is used?
75. What is the weight of the car?
76. What is the wheelbase of the car?
77. What size of tires is used?

Once having the information necessary to answer the above questions, it will not be hard for you to pick out a few features around which to build each of the letters. Do not attempt to crowd too much into one of your letters or circulars. Take one good point, enlarge on it, and ram it home; in this way you can get your customers' attention, or rather, I should say, the attention of some of your customers. No one has been able to devise a plan whereby you could get the attention of all your possible customers through a single effort, and the reason that many advertising campaigns are failures is because the advertiser says so much that he mystifies his prospect and loses his attention.

Remember always that your prospect does not know your business as you do, he has another line of work to do and devotes most of his attention to it, what little knowledge he has of your business is superficial, being what he has picked up from hearing people talk who do not know much more about it than he does. If you attempt to delve into the intricacies of your selling plan all at once, you will not accomplish anything at all. Leave something for later letters and do not confine yourself entirely to the mechanical value of your car, but intersperse your letters along this line with ones in which you take up the human element. The value of a motor car as a health restorer or a health retainer, its use in the man's business life as a time saver, its value to the family as a badge of their standing in the community, and suggestions as to the methods of payment.

The following letters are examples of those that have proved satisfactory to dealers who used them:

Dear Sir:—

Life is short, time is fleeting. Every day you let go by without a ——— car, you are losing something of life, not only for yourself but your family.

After all that's the whole thing, give a man a golf stick and send him out in the middle of a ten-acre lot to work off some of the surplus energy and he is perfectly content. About the only other thing he can get out of life is the satisfaction of doing something for those about him. Wouldn't it make them mad if you should buy a ——— car? I say a ——— car because it is the ideal family car; roomy enough for everyone, yet light enough so that your wife or daughter can handle it with ease. Equipped with ——— lighting and storage system, the system that never fails, Timken axle and Goodrich tires. Every other specification up to these. Come in and see the new model and learn our purchase terms.

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....

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Dear Sir:—

When a man buys a house he buys it on time and in most cases with a big mortgage on it.

When he buys his grand piano he pays so much down and so much a month. He thinks nothing of these things because they are the usual methods, but when it comes to his automobile then he feels as if he must pay spot cash, but thousands do not. Many a man who does not feel that it is possible for him to take $1,800 out of his business at one time, would not hesitate to take $600 and $100 a month for 12 months.

Recognizing this we have made arrangements to finance these deals with people who are worthy of credit. Come in and see our new models and ask for our Mr. ———, he will give you all the details of our new plan and also show you the merits of the ———.

....

....

Bringing Factory to Prospect

PROBABLY there is no more efficient means of satisfying the automobile prospect of the value of a car than to give him some conception of the great care taken by the manufacturer in producing each individual part, and an idea of the size of the organization that makes such attention to detail possible. If such a prospect could be taken through the factory of the manufacturer whose car he was interested in, and shown the accuracy with which each part was manufactured and the care taken in assembling the whole into the form of a complete car, it is almost certain that a sale would be the result.

Unfortunately it is seldom that the prospective buyer is located anywhere near the manufacturer's plant, and so some other solution to the question must be found. A very clever means of bringing the factory to the customer has been conceived by a large automobile manufacturer of Detroit. An equipment consisting of a series of special photographs made on the scientific principle of the binocular, or two-eyed vision, is furnished to the salesman. When shown through the viewing appliance the prospect sees before him exactly the same scenes that he would see if in this company's plant. The pictures, nearly 100 of them, are numbered and tilted, with several lines of descriptive matter beneath each scene. The methods of production, tests and inspection are interesting and cannot fail to leave a feeling that this firm is bent on producing a car that is free from any avoidable imperfections. Further, the scenes bring out clearly the great size of the company from which the prospect is considering buying a car, and this strengthens his belief in its value.

This suggests other possible ways of bringing factory methods to the eyes of the prospective buyer. While perhaps not entirely new, the idea of using moving pictures for this purpose seems to present possibilities. A moving picture machine could be sent from town to town, giving the dealer of each district a chance to show his prospects the factory methods used by the company he represented. Such a method of advertising would, of course, be expensive, but if it brought the desired results it would be well worth while. Moreover, it would not be the first case where expensive advertising had proved successful.

Where conditions are such that the expense of either one of the foregoing methods would be too great, the nearest possible solution to the question might be found in the publishing of a book showing photographs of every department of the factory. Each photograph should be described in detail, and upon the manner in which this was worked out to a great extent would depend the success of the undertaking.

MANUFACTURERS' NOTES

The Jaeger Machine Co., Columbus, O., has purchased the plant formerly occupied by the Midgley Tire Co., and lately owned by the United States Rubber Co.

The Mott Wheel Works, now in Utica, N. Y., is to be moved to Jackson, Mich., within 60 days. This will bring the Perlman part of the Mott Wheel Works to Jackson also, and that will be added to the Perlman Rim Co. plant of Jackson.

The Duesenberg Motors Corp. has been incorporated under New York laws. It will take over the Duesenberg Motors Co., St. Paul, Minn., and the Lowe-Victor Engine Co., Chicago, Ill. The plant of the latter company will be used entirely in the manufacture of Duesenberg marine engines, while the plant at Edgewater, N. J., will turn out automobile and airplane engines. H. A. Harback is president of the new corporation.

Active manufacturing has been started in the new plant of the Gryphon Rubber & Tire Corp., at 192nd Street and Bailey Avenue, New York City. The plant is fully equipped with the latest tire and tube making machinery and has a daily capacity of 400 tires and 500 tubes. J. W. Jones is president; P. S. Jones, vice-president; and S. A. E. Cunningham, treasurer. A. A. Gordon, formerly with the Ajax Company, is general manager.

The Pan-American Motor Co., recently organized in Indianapolis, Ind., will remove its headquarters to Decatur, Ill. C. V. Morse, formerly with the companies handling the Locomobile, Metzger and Inter-State cars, is vice-president and general manager of the company.

Work has been started on the plant of the Hanson Motor Co., at Atlanta, Ga. This company will produce a six selling at around $1,000.

The Champion Ignition Co., of Flint, Mich., has made arrangements to turn out 80,000 spark plugs daily and buildings are being erected to increase this capacity in the near future.

The famous truck, of which Clayton E. Frderickson is the inventor, will be manufactured in St. Joseph, Mich. John F. Palmer, of the Palmer Tire & Rubber Co., has tendered the eastern portion of the Palmer tire plant at St. Joseph to the company until the completion of a new plant on which construction is to be started immediately. The Famous Truck Co., Inc., starts on a production plan of 5,000 trucks and with material on hand for the assembling of the first 200.

Preparations are being made by the Olympian Motors Co., of Detroit, to start work promptly on refitting the plant of the former Carter Car Co., which was recently purchased from the General Motors Co. The factory will be re-equipped in modern style. The Olympian company will keep on manufacturing in the Flanders plant, now occupied, until the new plant is completed, and there will be no interruption in production through moving. Production will have been started in the new plant before the present site is vacated.

The Climax Shock Absorber Co. has been organized at Benton Harbor, Mich., to manufacture a new type of shock absorber. William Vawter is president; John Steiner, vice-president; William A. Vawter, second treasurer; Frank E. Coon, secretary, and J. W. R. Tennant, for many years connected with the Tennant-Oakland company of Chicago, general manager.

The Disbrow Motors Corp., of Detroit, is now housed in its new plant at 2318-2326 Chester avenue. Large quantity production will be started immediately.

C. L. Nedoma has been appointed consulting engineer of the advertising department of the Chalmers Motor Co., of Detroit. This is probably the first time an engineer has been employed for the exclusive purpose of verifying mechanical statements made in advertising copy.

Believing that in a short time there will be a pronounced shortage of tires, the Amazon Rubber Company, at Akron, are rushing preparations for greatly increasing production, to be in a position to immediately fill all future orders. More floor space has been added to the plant and a double shift is being run.

An entirely new factory is to be erected by the Maxwell Motor Co., on its Oakland avenue property in Detroit. The company shipped 8,600 cars during the month of March, and its increasing business necessitates more factory space. Besides the factory proper, there will be erected a new administration building.

Contracts have been awarded for the erection of a one-story addition, 50 by 240 feet, to the plant of the International Motor Car Co., at Allentown, Pa.

Work has been started on the new plant of the Kelley-Springfield Tire Co., at Cumberland, Md.

Specifications for Pleasure Cars 1917

ABBREVIATIONS:—**MOTORS—Wisc.**, Wisconsin; **Cont.**, Continental; **Lycmg.**, Lycoming; **Widly**, Weidely; **T'tor**, Teetor; **H-Splm.**, Hershel-Spelman; **Ruten.**, Rutenber; **G. B. S.**, Golden, Belknop & Swarts; **Ster.**, Sterling; **North** Northway; **Masnk.**, Massnick. **SHAPE OF CYLINDERS—L.**, Valves on one side of Cylinder; **T.**, Valves on opposite sides; **I.**, Valves in head; **F.**, Valves on side and in head; **S.**, Sleeve valve. **PISTON RING—Diag.**, Diagonal; **Wass.**, Wasson. **CAMSHAFT DRIVE—Hel.**, Helical; **Chn.**, Chain; **Spr.**, Spur; **Gr.**, Gear. **COOLING SYSTEM—P.**, Pump; **T.**, Thermo Syphon; **A.**, Air Cooled; *****, Thermostatic Control. **OILING SYSTEM—F.**, Force Feed; **S.**, Splash; *****Indicates Engine uses Drilled Crankshaft. **CARBURETOR—Stmbrg.**, Stromberg; **Schbler**, Schebler; **Rayfld**, Rayfield; **Tiltson**, Tillotson. **FED BY—V.**, Vacuum; **P.**, Pressure; **G.**, Gravity. **IGNITION SYSTEM—Eisen.**, Eisemann; **West.**, Westinghouse; **Conn.**, Connecticut; **G. X D.**, Gray-Davis; **Al-Ch.**, Allis Chalmers; **At-K.**, Atwater-Kent; **Auto.**, Autolite; **Split.**, Split-dorf; **V. Sl.**, U. S. Lt. & Heat Co.; **Wd. Leon.**, Ward-Leonard; **S.**, Single; **D.**, Double; **H.**, Hand Spark Advance; **A.**, Automatic Spark Advance; **Dup.**, Duplex. **CLUTCH TYPE—D.**, Disc; **DD.**, Dry Disc; **O. D.**, Oil Disc; **C.**, Cone; **C-U.**, Control Unit; **F. D.**, Friction Drive. **GEARSET LOCATION—U. P. P.**, Unit Power Plant, Engine Clutch and Transmission in one unit; **To'T.**, Gearset on forward end of Torque Tube; **R. Ax.**, Unit with Rear Axle; **C-U.**, Control Unit. **REAR AXLE—F.**, Floating; **S. F.**, Semi-Floating; **D.**, Dead. **GEARS—Sp. B.**, Spiral Bevel; **Bev.**, Bevel; **C-U.**, Control Unit. **REAR SPRINGS—Semi.**, Semi-Elliptical0 **El.**, Elliptical; **Cant.**, Cantilever; **D Cant.**, Double Cantilever; **Plat.**, Platform; **†**Indicatrs Hotchkiss Drive used. **BEARINGS—B.**, Ball; **R.**, Roller; **P.**, Plane.

NAME AND MODEL	Price Touring Car	MOTOR					Size of Spark Plug	CYLINDERS		Cam Shaft Drive	Type of Cooling System	Type of Oiling System	CARBURETOR		IGNITION SYSTEM	Make of Starting-Lighting System	TRANSMISSION						RUNNING GEARS				BEARINGS				Size of Carburetor	Size of Brake Banding
																			REAR AXLE													
		Make of Engine	Number Cylinders	Bore and Stroke in Inches	Rated H. P.	Shape of Cylinder		How Cast	Make or Type Piston Rings				Make and Type	Fed by	Make Type		Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel		
Abbott, 6-44	1195	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Stmberg-S	V	Remy S-H	Remy-1	D D	U P P	Salisbury	¾ F	Sp B	4.75	122	32x4	Firestone	Semi	3	B	R	R		
Aland 14-60	...	Own	4	3 x5½	...	I	...	...	...	...	T-S	F	Zenith	V	Eisen S-H	U S L 2	D D	U P P	Timken	S F	Sp B	4.33	122	33x4	...	Semi	3	B	R	B		
Allen, 37	795	Own	4	3¾x5	22.50	I	...	Blk	Diag	Hel	T-S	S	Stmbrg-V	V	West S-H	West-2	C	U P P	Own	F	Bev	4.00	112	32x3½	Firestone	Semi	2	...	...	...	...	...
Allen, Classic	850	Own	4	3¾x5	22.50	L	⅞	Blk	Diag	Hel	T-S	S	Stmbrg-V	V	West S-H	West-2	C	U P P	Own	F	Bev	4.00	112	32x3½	Firestone	Semi	2	B-P	B	B	1	12½x2
Alter, F-6-40	850	Falls	6	3 x4¼	21.60	..	⅞	Blk	Diag	Hel	T-S	F & S	Schbler-V	V	Conn S H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	114	32x3½	Cleveland	Semi	3	...	...	...	...	...
Alter, E-4-30	675	LeRoi	4	3⅛x4½	15.63	..	...	Blk	Diag	Hel	T-S	F & S	Schbler-V	V	Conn S-H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	106	30x3½	Cleveland	Semi	3	...	...	...	...	...
American, A	1285	Amco	6	3 x5	21.60	L	⅞	Blk	Diag	Hel	P	Sp	Zenith-V	V	G & D S-H	G & D-2	D D	U P P	Salisbury	¾ F	Sp B	4.42	122	32x4	Detroit	Semi	3	B & P	B-R	B	...	...
Ams-Sterling	875	LeRoi	4	3⅛x4½	15.63	L	⅞	Blk	Diag	Hel	T-S	F & S	Stmberg	G	Bosch	Bosch-2	D D	U P P	Adams	¾ F	Sp B	4.50	110	30x3½	...	Semi	2	R	B	B	...	...
Anderson, 200	1350	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Own-S	G	West D-H	West-2	D	U P P	Mott	¾ F	Bev	4.42	120	33x4	Baker	Semi	3	B	B	B	...	...
Apperson, 8-17	2000	Own	8	3¼x5	33.80	L	⅞	4	Inld	Hel	T-S	F*	Johnsn-V	V	Remy D-H	Bijur-2	D D	Sep	Own	F	Sp B	4.58	130	35x4½	Firestone	¾ El	3	R	R	R	1¼	⅝x2
Apperson	1690	Own	6	3½x5	29.40	L	⅞	Blk	Inld	Hel	P	F*	Rayfld-V	V	Con D-H	Bijur-2	D D	Sep	Hess	F	Sp B	4.41	122	34x4	Firestone	¾ El	3	R	R	R	1¼	⅝x2¼
Arbenz, 25	...	Lycmg	4	3¾x5	...	L	⅞	...	...	Hel	T-S	S	Carter	G	Alpco S-H	Aplco-1	C	U P P	Gemco	F	Bev	4.25	108	30x3½	...	Cant	2	B	R	B	...	...
Auburn, 6-44	1535	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	Delco S-H	Delco-1	D D	U P P	Columbia	F	Sp B	4.00	131	35x4½	Firestone	Cant	3	B & P	R	B	...	...
Auburn, 6-39	1145	Ttor	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	Remy S-H	Remy-2	D D	U P P	Columbia	F	Sp B	4.42	120	34x4	Firestone	Semi	3	B	R	B	...	...
Austin, 12	3750	Widly	12	2⅞x5	39.68	I	⅞	3	Burd	Hel	P	F*	Stmbrg-V	V	Delco S-H	Delco-2	D D	U P P	Spec. Aust	In 2	-sp A	xle	142	34x4½	Firestone	D Cant	3	B	B & R	R	...	...
Bell, '17	875	Lycmg	4	3½x5	19.60	L	⅞	Blk	Diag	Hel	T-S	F & S	Zenith	V	At K S-H	G & D-2	D D	U P P	Adams	F	Bev	4.25	112	31x4	Firestone	¾ El	2	R	R	B	...	...
Ben-Hur, 17	1875	Buda	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Gravity-S	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.45	126	35x4½	Miller	Semi	4	B	R	R	...	...
Biddle, D	2350	...	4	3¾x5⅛	22.50	L	⅞	Blk	Diag	Hel	T-S	F & S	Zenith	V	Eism	G & D-2	D D	U P P	...	¾ F	Bev	4.00	122	32x4‡‡	Stanweld	¾ El	3	B	B & R	B	...	...
Bour-Davis, 17	1250	Cont	6	3¼x4½	25.35	L	⅞	Blk	Step	Spur	P	F & S	Stmbrg-S	V	Remy	Remy	D D	U P P	Salisbury	¾ F	Sp B	4.42	118	32x4	Detroit	Semi	3	B & P	B & R	B	...	...
Brewster	*5000	Own	4	4 x5½	25.26	I	⅞	Blk	Diag	Ch	P	F & S	Zenith-V	V	Bosch S-H	U S L-1	C	Tr. T	Own	F	Sp B	4.25	125	34x4½	Firestone	Cant	3	B	B	R	...	...
Briscoe, 4-24	685	Own	4	3⅝x5⅛	15.86	L	⅞	Blk	Diag	Hel	T-S	S	Carter-V	G	Conn S-H	Split-2	C	R Ax	Own	F	Bev	4.23	105	30x3½	Jackson	El	2	B R & P	B & R	B	1	1½
Buick, D-44 to 47	1040	Own	6	3¼x4½	25.35	I	⅞	Blk	Step	Hel	P	S	Marvel-V	V	Delco S-H	Delco-1	C	U P P	W. Mott	F	Sp B	4.08	115	34x4	Baker	Cant	4	B	B & R	B	...	...
Buick, D 34 & 35	675	Own	4	3⅜x4¾	18.23	I	⅞	Blk	Step	Hel	P	S	Marvel-V	V	Delco S-H	Delco-1	C	U P P	W. Mott	¾ F	Bev	4.08	106	31x4	Prudden	Semi	3	B & R	B & R	B	...	...
Cadillac, 55	2240	Own	8	3⅛x5⅛	31.25	L	⅞	4	Diag	Ch	P*	F*	Own-V	P	Delco S-A	Delco-1	D D	U P P	Timken	F	Sp B	4.43	125	36x4½	Kelsey	Plat	3	B	R	R	1½	17x2½
Cameron, '17	1250	Amco	6	3 x5	21.60	L	⅞	Blk	Step	Hel	P	F & S	Zenith-S	V	G & D S-H	G & D-2	D D	R Ax	Own	S-F	Sp B	4.00	122	32x4	D Wheels	Cant	3	B & R	B	B	1¼	...
Case, 40	1190	Own	4	3⅝x6	21.03	L	⅞	Blk	Gill	Hel	T-S	F	Rayfld-S	G	Conn S-H	Auto-2	C	U P P	Salisbury	¾ F	Sp B	4.42	120	34x4	Goodyear	Cant	3	R & P	R	R	...	...
Chadwick	5500	Own	6	5 x6	60.00	L	...	2	Diag	Hel	P	F	Own	V	Bosch	West-2	...	U P P	Own	D	...	2.25	133	37x5	...	Plat	4	B	B	B	...	...
Chalmers, 6-30	1390	Own	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	T-S	F & S	Stmbrg-S	V	Remy S-H	West-2	D D	U P P	Timken	S-F	Sp B	5.18	122	34x4	Kelsey	Semi	3	R	R	R	1¼	14½x2¼
Chalmers, 6-30	1290	Own	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	T-S	F & S	Stmbrg-S	V	Remy S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.75	115	32x4	Kelsey	Semi	3	R	R	R	1	12x2
Chandler, 17	1395	Own	6	3⅜x5	27.34	L	⅞	3	Wass	Ch	P	F & S	Rayfld-V	V	Bosch S-H	G & D-2	D D	U P P	Own	F	Sp B	4.40	123	34x4	...	Semi	3	B	B	R	...	...
Charter Oak, A	...	H-Splm	6	4 x5½	...	T	...	...	...	Spv	P	F	Rayfld	G	Bosch D-H	West-1	D D	U P P	Timken	F	Sp B	3.77	135	35x5	...	Semi	3	R	R	R	...	...
Chevrolet,	550	Own	4	3 11/16x4	21.75	I	⅞	Blk	Diag	Hel	T-S	S	Zenith-G	G	Conn S-H	Auto-2	C	U P P	Own	¾ F	Bev	3.63	102	30x3½	Detroit	¼ Cnt	3	B	R	B	...	...
Chevrolet, D	1385	Own	8	3⅜x4	36.45	I	⅞	Blk	Diag	Hel	P	S	Zenith-V	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	120	34x4	Demount	¼ Cnt	3	B & P	R	C & C	...	...
Chevrolet, F	800	Own	4	3 11/16x4	21.75	I	⅞	Blk	Diag	Hel	T-S	S	Zenith-V	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	108	32x3½	Demount	¼ Cant	3	B & P	R	C & C	...	...
Chicago	1250	Model	6	3 x5	21.60	..	...	Blk	Diag	Hel	P	S	Rayfld-S	V	G & D S-H	G & D-2	D D	U P P	Timken	F	Sp B	4.25	120	32x4	Firestone	Semi	3	R	R	R	...	...
Cole, 860	1695	North	8	3½x4½	39.22	L	⅞	4	Wass	Hel	P	F & S	Stmbrg-V	V	Delco S-H	Delco-2	C	U P P	Columbia	F	Sp B	4.46	127	35x4½	Goodrich	Semi	3	C & P	R	R	...	...
Colonial, 35	995	Falls	6	3 x4½	21.60	..	...	Blk	Diag	Gear	T-S	F & S	Stewart-V	V	Remy S-H	Al-Ch-1	C	U P P	Lewis	F	Bev	4.41	116	32x3½	Goodyear	Cant	3	B	B	B	...	...
Colombia D	1250	Cont	6	3¼x4½	25.35	L	⅞	Blk	Step	Hel	P	F & S	Stmbrg-S	V	A-K	Wd. Leon	D	U P P	Timken	¾ F	Sp B	4.75	115	32x4	Firestone	Cant	4	B	R	R	1	1¾
Crawford	1750	Cont	6	3½x5¼	29.40	L	⅞	Blk	Step	Hel	P	F & S	Stmbrg	V	Bosch	West	D	U P P	Timken	¾ F	Sp B	4.50	120	34x4	Goodrich	¾ El	3	R	R	R	1¼	16
Crow-Elkhart, 35	795	Lycmg	4	3½x5	19.60	L	⅞	Blk	Diag	Hel	T-S	F & S	Zenith-V	G	Conn S-H	Dyneto-2	O D	R Ax	Salisbury	F	Bev	4.00	114	32x3½	Funk	¾ El	2	B	R	B	...	...
Crowther-Duryea	650	...	4	3¾x4¼	...	...	...	Blk	...	...	T-S	...	Schbler	G	...	Split	...	R Ax	Duryea	D	S	...	110	32x3½	...	¾ El	..	...	...	...	...	...
Cunningham, V	3750	Own	8	3¾x5	45.00	L	...	4	Diag	Hel	P	F	Stmbrg-V	V	West S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	132	37x5	Firestone	Semi	3	B & R	...	R	...	...
Daniels, A	2800	H-Splm	8	3¼x5	33.80	L	⅞	4	Diag	Hel	P	F	Zenith-V	V	West S-H	West-2	D D	U P P	Timken	¾ F	Sp B	4.42	127	34x4½	Firestone	Semi	3	B & R	R	R	1¼	15x2½
Darling	...	Cont	6	3½x5¼	...	...	...	...	...	...	...	...	Stmbrg	V	At-K	...	D	...	Timken	...	Sp B	...	130	...	...	...	..	...	...	...	...	...
Davis, J	1495	Cont	6	3½x5¼	29.40	L	⅞	Blk	Step	Hel	P	F & S	Stmbrg-S	V	Delco D-H	Delco-2	C	U P P	Columbia	F	Sp B	4.42	124	34x4½	Firestone	Semi	3	B	R	R	...	...
Davis, H	1195	Cont	6	3¼x4½	25.35	L	⅞	Blk	Step	Hel	P	F & S	Stmbrg-S	V	Delco D-H	Delco-2	C	U P P	Columbia	¾ F	Sp B	4.58	118	34x4	Firestone	Semi	3	B	R	B	...	...
Detroiter, 6-45	1195	Cont	6	3¼x4½	25.35	L	⅞	Blk	Dupx	Hel	P	F & S	Ball-S	V	Conn S-H	Auto-1	D D	U P P	Timken	S-F	Sp B	4.75	119	33x4	Kelsey	Semi	3	B & P	R	R	...	...
Dispatch, G	1210	Wisc	4	3¾x5	22.50	L	½	Blk	Diag	Hel	P	F*	Rayfld-V	V	Bosch S-H	U S L	CU	C U	Own	...	C U	4.12	120	33x3½	Goodyear	El	3	B	B	B	...	...
Dixie	845	Lycmg	4	3¼x5	16.92	I	⅞	Blk	Diag	Hel	T-S	S	Carter-F	V	Conn S-H	Dyneto-2	C	U P P	Peru	F	Sp B	4.75	112	32x3½	Stanweld	¾ El	2	B & P	B & R	B	...	...
Dodge	835	Own	4	3⅞x4½	24.03	L	⅞	Blk	Diag	Hel	P	F & S	Stewart-S	V	Delco S-H	N. East-1	D D	U P P	Own	F	Sp B	3.61	114	32x3½	Kelsey	¾ E.†	3	B	R	R	1⅛	14x2¼
Dorris, I B-6	2475	Own	6	4 x5	38.40	..	⅞	3	Diag	Hel	P	F*	Stmbrg-V	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	128	36x4½	Stanweld	Plat	7	R	R	R	...	...
Dort	695	Own	4	3¼x5	16.90	L	⅞	Blk	Diag	Hel	T-S	S	Carter-V	G	Conn S-H	West-2	C	U P P	Walker W	¾ F	Bev	4.07	105	30x3½	Jackson	Cant	2	B	B R & P	B	1	...
Drexel	...	Own	4	3½x5	...	I	⅞	...	...	Chn	T-S	F & S	Stmbrg	V	Bosch S-H	Bijur-1	D	U P P	Timken	S-F	Sp B	4.42	118	34x4	...	Semi El	2	B	R	R	...	...
Drexel, R-30	855	Own	4	3½x5	19.60	I	⅞	Blk	Diag	Chn	T-S	F & S	Stmbrg-S	G	Bosch S-H	Bijur-2	C	U P P	Peru	F	Bev	4.25	112	33x4	Goodyear	¾ El	2	B	R	B	...	...
Drummond	...	H-Splm	8	3 x5	...	L	⅞	...	...	Hel	P	F	Zenith	V	West S-H	West-1	D	U P P	Columbia	F	Sp B	4.42	120	34x4	...	Cant	3	B	R	R	...	...
Eagle-Rotary	700	Own	5	3¼x3½	21.13	L	⅞	Sing	Maco	Mb'r	R M	S	Zenith-S	G	At K S-A	Al-Ch-1	D D	U P P	American	S-F	Bev	4.00	108	34x4	Stanweld	Cant†	..	...	...	...	...	...

*Cost of Chassis only.

Elcar, 2	845	Lycmg	4	3½x5	19.60	L	.....	Blk	Diag	Hel	T-S	S	Carter-V	V	Delco S-H	Dyneto-2	D D	U P P	Salisbury	F	Sp B	4.08	115	32x3½‡‡	Stanweld	Semi	2	B & R	B & R	B	...	.....
Elgin	985	Falls	6	3 x4¼	21.60	I	⅞	Blk	Diag	Hel	T-S	F & S	Stmbrg-S	V	Remy S-H	Wagner	D D	U P P	Salisbury	F	Sp B	4.50	116	33x4	Stanweld	Cant	3	B	B	B	...	.....
Empire, 45	960	Ttor	4	3⅞x5	24.03	T	⅞	Blk	Diag	Hel	P	S	Stmbrg-V	V	Conn S-H	Auto-2	C	U P P	Mott	¾ F	Bev	4.00	115	33x4	Stanweld	Semi†	3	B & P	R	B	1	12x2
Empire, 70	1235	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Conn S-H	Auto-2	D D	U P P	Hess	F	Sp B	4.42	120	34x4	Stanweld	¾ El†	3	B & P	B & R	B	1	12x2
Empire, 60-R	.....	Cont	6	3¼x4½	25.35	T	⅞	Blk	Diag	Hel	P	F & S	Stmbrg	V	Conn S-H	Auto-2	D D	U P P	Mott	¾ I	Bev	4.42	120	34x4	....	¾ El†	3	B & P	R	B	1	12x2
Enger, '17	1295	Own	12	2⅝x3½	34.80	I	⅞	Blk	Step	Chn	T-S	F & S*	Stmbrg-V	G	Remy S-H	West 2	D D	U P P	Hess	F	Sp B	4.75	116	32x4	Stanweld	Cant	3	B & P	B & R	B	...	.....
Erie, 33	795	GBS	4	3¾x4½	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Schbler	G	Dixie	Dyneto-2	D	U P P	Salisbury	¾ F	Bev	4.00	118	33x4	Firestone	¾ El	3	B	R	B	1	13x1¾
Fiat, 55	5500	Own	4	5⅛x6¾	42.03	L	.....	Blk	Step	Hel	P	F	Zenith-V	P	Bosch D-H	West-2	O D	Sep	Own	S-F	Sp B	2.75	140	35x5	Firestone	Semi	3	B	B	B	...	.....
Ford, T	360	Own	4	3¾x4	22.50	L	½	Blk	Diag	Spr	T-S	S	Holly	G	Own S-H	....	O D	U P P	Own	S-F	Bev	3.63	100	30x3½	Clincher	Trans.	3	P	R	B	...	.....
F. R. P. 45	6000	Own	4	6x6¾	34.38	I	Metr	Blk	Diag	Wm	P	F & S	Long-V	P	Bosch 2-Pt	Bosch-2	C	Sep	Own	F	Bev	2.25	110	36x5‡‡	D Wheels	Semi	3	B	B	B	...	.....
F. R. P. 45	*7000	Own	4	4—x6¾	34.28	I	Metr	Blk	Diag	Wm	P	F & S	Long-V	P	Bosch 2-Pt	Bosch-2	C	Sep	Own	F	Bev	3.00	140	36x5‡‡	D Wheels	Semi	3	B	B	B	...	.....
Franklin, 9	1950	Own	6	3¼x4	25.35	I	⅞	Sing	Inld	Hel	A	F*	Own-V	V	At K S-A	Dyneto-1	O D	Sep	Own	S-F	Sp B	3.92	115	32x4	Goodyear	El**	7	B	B	B	...	.....
Geneva	2500	H-Splm	6	4 x5½	13.40	T	.....	3	Diag	Hel	P	F & S	Rayfld	V	Else'n S-H	West-2	D D	U P P	Timken	F	Sp B	3.76	139	34x4½‡‡	D Wheels	Semi†	3	R	R	R	...	.....
Ghent, S-40	1050	....	8	2⅝x4	22.05	T	.....	4	Diag	Hel	T-S	F & S	....	..	G & D S H	G & D-2	D D	U P P	....	¾ F	Sp B	4.50	120	33x4	....	Semi†	3	....	....	....	...	.....
Glide, 40	1250	Ruten	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	West S-H	West-2	D D	U P P	American	¾ F	Sp B	4.64	119	34x4	Goodyear	¾ E†	3	B & P	B	B	...	.....
Grant, K	875	Own	6	3 x4¼	21.60	I	⅞	Blk	Burd	Hel	T-S	S	Stmbrg-S	V	Remy S-A	Wagner-2	C	U P P	Peru	F	Bev	4.50	112	32x3½	Firestone	Cant	3	B & P	B & R	B	...	.....
Great Egle, 17-4	3500	Wisc	4	4¾x5½	36.10	L	⅞	2	Step	Hel	P	F & S	Stmbrg-S	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	4.50	146	37x5	Firestone	Cant	3	....	....	....	...	.....
Hal, 12	2600	Widly	12	2⅞x5	39.68	I	⅞	3	Burd	Hel	P	F	Stmbrg-V	V	Remy D-H	West-2	D D	U P P	Timken	F	Sp B	4.46	135	34x4½	Stanweld	Semi†	3	B	R	R	...	.....
Hackett, 4	888	G-B & S	4	3¾x4¼	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Carter	V	G & D S-H	G & D-2	O D	U P P	Weiss	S-F	Bev	4.00	112	32x3½	Firestone	¾ El†	3	R	R	B	1	1⅜x12
Harroun, A	595	Own	4	3¼x5¼	16.90	I	.....	Blk	Diag	Hel	T-S	F & S	Stmbrg-M	V	Bosch S-H	Remy-2	O C	U P P	Own	F	Bev.	4.00	107	30x3½	Demount	Cant	3	B	B & R	R	1	12¾x1¼
Harvard, 4-20	*750	Sterl	4	3 x4¼	14.40	L	½	Blk	Diag	Hel	T-S	S & F	Zenith-V	G	At K S-H	Wagner-2	C	U P P	Det G Di	S-F	Bev.	4.00	100	28x3	Baker	Cant	2	B & P	B & R	B	...	.....
Hatfield	800	C-B & S	4	3¾x4¼	22.50	I	⅞	Blk	Diag	Ghn	T-S	F & S	Stmb g-S	V	C n S-H	Disco-2	O D	U P P	Peru	F	Bev	4.23	106	31x4	Detroit	Cant	3	B	R	B	...	.....
Hatfield	950	G-B & S	4	3¾x4¼	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Stmbrg-S	V	Conn S-H	Dyneto- 2	O D	U P P	Peru	F	Bev	....	115	32x4	Firestone	¾ El	3	B	R	B	...	.....
Haynes, 40	2095	Own	12	2¾x5	36.30	I	⅞	6	Burd	Chn	P*	F	Rayfld-V	V	Delco SHA	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	121	35x4½‡‡	Firestone	Semi†	3	B	B	B	1¼	13⅝
Haynes, 36	1485	Own	6	3½x5	29.40	L	⅞	Blk	Burd	Hel	P	S	Rayfld-S	V	Remy S-H	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	121	34x4	Firestone	Semi†	3	B	B	B	1¼	13⅝
Haynes, 37	1725	Own	6	3½x5	29.40	L	⅞	Blk	Burd	Hel	P	S	Rayfld-S	V	Remy S-H	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	127	35x4½	Firestone	Semi†	3	B	B	B	1¼	13⅝
Haynes, 41	2225	Own	12	2¾x5	.....	I	⅞	6	.....	Chn	P	F	Rayfld-V	V	Delco S-H	Leece-N	D D	U P P	Own	¾ F	Sp B	4.42	127	34x4½	....	Semi El	3	B	B	B	1¼	13⅝
Hollier, 178	1185	Own	8	3 x4¼	28.80	I	⅞	4	Diag	Hel	T-S	F & S*	Stewart-V	V	At K DHA	Split-1	C	U P P	Own	F	Bev	4.50	116	34x4	Firestone	Cant	3	B	B	R	...	.....
Hollier, 186	985	Falls	6	3 x4¼	21.60	I	⅞	Blk	Diag	Hel	T-S	S	Stewart-V	V	Remy S-A	Al-Ch-1	C	U P P	Own	F	Bev	4.50	116	32x3½	Firestone	Cant	3	B	B	R	...	.....
Howard	.....	Cont	6	3¼x4½	.....	L	.....	....	.....	Hel	P	F & S	Stewart	V	At K S-A	1	D D	U P P	Hess	F	Sp B	4.75	118	32x4	....	Semi-El	3	B	B & R	R	...	.....
Homer Laughlin, D	*1050	Own	8	2¼x3¾	16.20	L	.....	4	Diag	Chn	T-S	S	Ensign-V	P	At K D-A	Disco-1	F D	......	Own	D	.....	....	112	30x3½‡‡	Spranger	C Cant	2	B	B	B	...	.....
Hudson-Super 6	1650	Own	6	3½x5	29.40	L	⅞	Blk	Diag	Hel	P	S	Own-H	P	Delco SHA	Delco-1	O D	U P P	Timken	S-F	Sp B	4.46	125½	35x4½	Kelsey	Semi†	4	R & P	R	R	1¾	16x2¼
Hupmobile, N-U	1440	Own	4	3¾x5½	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Zenith-S	G	At K SHA	West-2	O D	U P P	Own	¾ F	Sp B	4.64	134	35x4½	Firestone	Semi†	3	B & R	B	R	...	.....
Hupmobile, N & NR	1285	Own	4	3¾x5½	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Zenith-S	G	At K SHA	West-2	O D	U P P	Own	¾ F	Sp B	4.64	119	34x4	Firestone	Semi†	3	B & R	B	R	...	.....
Inter-State, T	850	Own	4	3½x5	19.60	L	⅞	Blk	Diag	Hel	T-S	S	Schbler-V	G	Remy S-H	Remy-2	C	R Ax	Peru	¾ F	Bev	4.00	110	33x4	Firestone	¾ El	3	B R P	B R	B	...	.....
Jackson	1395	Ferro	8	3 x3½	28.80	I	⅞	Blk	Diag	Hel	T-S	F	Zenith-V	V	Auto S-A	Auto-2	D D	U P P	Salisbury	F	Sp B	4.75	118	34x4	Detroit	El	3	R	R	B & C	...	.....
Jeffrey, 671	1465	Own	6	3½x4⅝	29.40	L	⅞	Blk	Step	Chn	P	F & S	Rayfld-S	V	Delco S-H	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	125	34x4	Stanweld	¾ El	3	R	R	R	...	.....
Jeffrey, 472	1095	Own	4	3¾x5½	22.50	L	⅞	Blk	Step	Hel	P	F & S	Stmbrg-V	V	Split S-H	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	116	34x4	Stanweld	¾ El†	3	R	R	R	...	.....
Jones, B-26	1475	Lewis	6	3½x5¼	29.40	L	.....	Blk	Diag	Hel	T-S	F & S	Stmbrg-V	V	Remy D-H	Auto-2	D D	U P P	Timken	F	Sp B	5.00	125	34x4	Firestone	Semi†	3	R	R	R	...	.....
Jordan, 17	1650	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Bosch S-H	Bijur-2	D D	U P P	Timken	S-F	Sp B	4.46	127	35x4½	Firestone	Semi†	3	B	R	R	...	.....
Kent	985	Cont	4	3¾x5	22.50	L	⅞	Blk	Diag	Hel	T-S	S	Zenith-S	V	Bosch S-H	Bosch-2	C	U P P	Timken	F	Sp B	4.08	116	32x4	Firestone	¾ El†	3	P	R	R	...	.....
King, E	1585	Own	8	3 x5	28.80	L	½	4	Step	Chn	T-S	F	Ball-V	V	At K S-H	Wd L'n-2	D D	U P P	American	F	Sp B	4.64	120	34x4	Stanweld	Cant	3	R & P	....	B	1¼	14x2
Kissel, 100 pt. 6	1295	Own	6	3¼x5	25.35	L	⅞	Blk	Burd	Hel	P	F & S	Stmbrg-S	V	Remy S-H	Own-2	C	U P P	Own	F	Sp B	4.58	117	32x4	Stanweld	¾ El†	3	B	R	R	...	.....
Kissel, 6-42	1650	Own	6	3⅝x5½	31.54	L	⅞	Blk	Burd	Hel	P	F & S	Stmbrg-S	V	Else'n S-H	West-2	D D	U P P	Own	F	Sp B	4.00	128	34x4	Stanweld	¾ El†	3	B	R	R	...	.....
Kline, 6-38	1295	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	West S-H	West-2	D D	U P P	Hess	F	Sp B	4.50	120	34x4	Firestone	¾ El†	3	B	R	B	...	.....
Lambert, 90	.....	Ruten	4	4¼x5¼	.....	L	⅞	....	.....	Spv	....	S	Schbler	V	Remy S-H	Remy	......	......	Salisbury	S-F	.....	....	115	34x3½	....	El	..	....	....	B	...	.....
Lambert, 80	.....	Cont	6	3¼x5½	.....	L	.....	....	.....	Spv	P	S	Schbler	V	Remy S-H	Remy-1	......	......	Salisbury	S-F	.....	....	112	33x4	....	El	..	....	....	B	...	.....
Laurel, 35	895	G-B & S	4	3¾x4½	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Schbler-V	G	Split S-H	Disco-2	O D	U P P	Peru	F	Bev	4.25	112	32x3½	Goodyear	Cant	..	B	R	B	...	.....
Lenox, O	2650	Buda	6	3¾x5½	33.50	..	.....	Blk	Diag	Spur	P	S	Carter	V	Else'n S-H	Bijur-2	D D	U P P	Timken	F	Sp B	4.10	130	34x4½	Firestone	Semi-El	3	....	....	....	...	.....
Lexington, 6-P	2875	Cont	6	4⅛x5¼	40.84	L	⅞	3	Step	Hel	P	F & S	Stmbrg-V	V	At K D-H	West-2	C	U P P	Timken	F	Sp B	4.08	144	36x4½	Firestone	¾ El	3	B	R	R	...	.....
Lexington, 6-O	1185	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	Conn S-H	West-2	D D	U P P	Hess	F	Sp B	4.75	116	32x4	Goodyear	¾ El†	3	B & P	B & R	B	...	.....
Liberty Six, 10-B	1195	Cont	6	3¼x4½	25.40	L	⅞	Blk	Diag	Hel	T-S	F & S	Rayfld-S	V	Delco S-H	Delco-2	D D	U P P	Timken	S-F	Sp B	4.75	115	32x4	Firestone	Semi†	3	B	R	R	...	.....
Locomobile, M-7	5650	Own	6	4½x5½	48.60	T	⅞	2	Diag	Hel	P	F & S	Ball-V	P	Else'n D-H	West-2	D D	Sep	Own	F	Sp B	3.85	142	37x5	Firestone	¾ El	7	B	B	R	...	.....
Locomobile, R-7	4700	Own	6	4¼x5	43.35	T	⅞	2	Diag	Hel	P	F & S	Ball-V	P	Else'n D-H	West-2	D D	Sep	Own	F	Sp B	3.85	139	37x5	Firestone	¾ El	7	B	B	R	...	.....
Lozier 84	1695	Own	4	4¼x6½	28.90	L	⅞	Blk	Step	Chn	P	F & S*	Stewart-S	P	Bosch D-H	G & D-2	O D	U P P	Timken	F	Bev	3.91	120	36x4½	Stanweld	Plat†	3	....	....	....	...	.....
Lozier, 82	2775	Own	6	3⅞x6	36.04	L	½	3	Step	Chn	P	F & S*	Rayfld-V	P	Else'n S-H	G & D-2	O D	U P P	American	F	Sp B	3.27	132	36x4½	Stanweld	Plat†	3	....	....	....	...	.....
Luverne, 760	1750	Cont	6	3¾x5¼	33.75	L	⅞	3	Diag	Chn	P	F & S	Schbler-V	V	At K S-H	Bosch-2	D D	U P P	Hess	F	Sp B	4.00	132	35x4½‡‡	D Wheels	Semi†	4	B	B & R	R	...	.....
Macon, A	875	Sterl	4	3 x4¼	14.40	L	⅞	Blk	Diag	Hel	T-S	S	Zenith	V	Conn	Wagner-2	D D	U P P	Timken	S-F	Sp B	4.75	114	32x3½	....	Semi	2	B	R	R	⅞	12x2
Madison, 4	1285	Ruten	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	120	34x4	Firestone	¾ El†	3	B	B	B	...	.....
Madison, 5	1285	Ruten	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	115	34x4	Firestone	¾ El†	3	B	B	B	...	.....
Madison, 7	1375	Ruten	6	3⅛x5	23.44	..	⅞	Blk	Diag	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	124	34x4	Firestone	¾ El†	3	B	B	B	...	.....
Majestic, A	1650	Colonial	8	3 x5	.....	..	⅞	Blk	.....	Chn	T-S	F	Ball-V	V	At K S-H	....	D D	U P P	Salisbury	F	Sp B	4.42	135	35x5	Firestone	Semi	3	B R	B	B	...	.....
Majestic, M	3000	H-Splm	8	3¼x5	.....	..	⅞	Blk	.....	Hel	Gr	F	Ball	V	At K S-H	....	D D	U P P	American	¾ F	Sp B	4.30	125	32x4	Firestone	Semi	3	B & R	R	B	...	.....
Malbohm, A	795	Own	4	3⅛x4	15.63	L	⅞	Blk	Diag	Hel	T-S	F & S	Zenith-V	G	At K S-H	Disco-1	D D	U P P	Weiss	¾ F	Bev	4.00	105	30x3½	Prudden	Semi†	3	B	R	B	...	.....
Marion-Handley, A	1350	Ruten	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.42	120	32x4	Firestone	Semi†	3	B & P	B & R	B	1	⅝x2
Marion-Handley, B	1650	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.07	125	35x4½	Firestone	Semi†	3	B	B & R	B	1¼	⅝x2
Marmon, 34	3100	Own	6	3¾x5⅛	33.75	I	⅞	Blk	Burd	Hel	P*	F	Stmbrg-V	G	Bosch S-H	Bosch-2	C	To-T	Own	¾ F	Sp B	3.69	136	34x4½‡‡	D Wheels	C Trans	4	B R & P	B R	R	...	.....
Maxwell, 25	635	Own	4	3⅝x4½	21.03	L	⅞	Blk	Diag	Hel	T-S	F & S	K D-V	G	At K D-H	Simms-1	O C	U P P	Own	¾ F	Bev	3.58	103	30x3½	Kelsey	¾ El	2	R & P	R	B	...	.....
McFarlan, 127	3500	Ttor	6	4½x6	48.60	T	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-V	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	3.77	137	35x5	Firestone	Semi	4	R	R	R	...	.....
Mercer, 22-73	3500	Own	4	3¾x6¾	22.50	L	⅞	Blk	Step	Chn	P	F	Zenith-V	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.87	132	34x4½	Howard	Semi†	3	B	B R	R	...	.....
Mercer, 22-73	*3400	Own	4	3¾x6¾	22.50	L	⅞	Blk	Step	Chn	P	F	Zenith-V	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.22	115	32x4‡‡	Howard	Semi†	3	B	B R	R	...	.....
Metz, 25	600	Own	4	3⅞x4	24.03	L	⅞	Blk	.....	Spr	T-S	S	A W T-S	G	Split S-A	G & D-2	F D	......	Own	.....	.....	4.00	108	32x3½	Mott	El	3	....	R	B	...	.....
Mitchell, C-42	1425	Own	6	3½x5	29.40	L	⅞	Blk	Step	Hel	P	S	Rayfld-S	V	Conn S-H	West-2	C	T T	Own	F	Bev	4.41	127	34x4	Standwel	Cant	3	B R & P	B & R	R	...	.....
Mitchell, D-40	1150	Own	6	3¼x5	25.35	L	⅞	Blk	Diag	Hel	P	S	Rayfld-S	V	Conn S-H	Split-2	C	T T	Own	¾ F	Sp B	4.41	120	32x4	Stanweld	Cant	3	B R & P	B & R	B	...	.....
Moline-Knight, 50	1840	Own	4	4 x6	25.60	S	⅞	Blk	Step	Chn	T-S	F	Schbler-S	V	Conn S-H	Comb	C	Sep	Mott	¾ F	Sp B	4.00	122	35x4½	Firestone	C Trans	3	R & P	R	B	...	.....
Moline-Knight, 40C	1495	Own	4	3¾x5	22.50	S	⅞	Blk	Step	Chn	T-S	F	Schbler-S	V	Conn S-H	Comb	C	Sep	Timken	S-F	Sp B	4.30	118	34x4	Firestone	C Trans	3	R & P	R	R	...	.....
Monitor, C	895	G-B & S	4	3¾x5¼	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Schbler-V	G	....D-H	Heinze-2	O D	U P P	Adams	F	Bev	4.50	110	32x3½	Goodrich	¾ El	3	B & R	R	B	...	.....
Monitor, N	1095	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	S	Stmbrg-S	V	Heinze DH	Heinze-2	D D	U P P	Adams	F	Bev	4.50	117	33x4	Goodrich	¾ El	3	B & R	R	B	...	.....
Monroe, M-3	* 565	Sterl	4	3 x4¼	14.40	I	⅞	Blk	Diag	Gear	T-S	F & S	Zenith-S	G	Conn S-H	Auto-2	D D	U P P	Mott	¾ F	Sp B	4.25	96	30x3	Jackson	¾ El†	2	B	R	B	...	.....
Monroe, M-4	985	Own	4	3¼x4½	16.90	I	⅞	Blk	Diag	Gear	T-S	F	Zenith-S	V	Conn S-H	Auto-2	D D	U P P	Hess	S-F	Sp B	4.75	115	32x4	Baker	C Cant	2	B	R	R	...	.....
Moon, 6-66	1690	Cont	6	3½x5¼	29.40	L	⅞	Blk	Step	Hel	P	F & S	Rayfld-S	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.42	124	35x4½	Firestone	Semi†	3	B & P	R	R	...	.....
Moon, 6-43	1295	Cont	6	3¼x4½	25.35	L	⅞	Blk	Step	Hel	P	F & S	Rayfld-S	V	Delco S-H	Delco-2	D D	U P P	Hess	¾ F	Sp B	4.60	118	33x4	Firestone	Semi†	3	B & P	B & R	B	...	.....
Moore, 30	550	G-B & S	4	3¾x4½	22.50	L	⅞	Blk	Diag	Thn	T-S	F & S	Schbler-S	V	Split S-H	Disc-2	O D	U P P	Peru	F	Sp B	4.00	106	30x3½	Detroit	Cant	3	B	B & P	B	...	.....
Murray, 70-T	2500	H-Splm	8	3¼x5	33.80	L	⅞	4	Diag	Hel	P	F	Zenith	V	Split D-H	West	D D	U P P	Timken	F	Sp B	4.46	128	34x4½	Firestone	¾ El	3	R	R	R	...	.....
Napoleon, 30	795	Lycmg	4	3½x5	19.60	L	.....	Blk	Diag	Hel	T-S	F & S	Carter-V	V	Conn D-H	Dyneto-2	D D	U P P	Mott	S-F	Bev	4 00	112	31x4	Prudden	Cant	2	B	B & R	B	...	.....
National, 12	2150	Own	12	2⅞x4¾	39.60	L	⅞	6	Diag	Hel	P	F	Rayfld-V	V	Delco S-H	Bijur-2	C	U P P	Columbia	F	Sp B	4.58	281	34x4½	Firestone	Cant	3	B	R	R	...	.....
National, 6	1750	Own	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	Split S-H	West-2	C	U P P	Columbia	F	Sp B	4.85	128	34x4½	Firestone	Cant	3	B	R	B	...	.....
Nelson	1700	Own	4	3⅛x4¾	15.60	I	⅞	Blk	Own	Bev	T-S	F & S	Zenith	V	Bosch S-H	U-S-L-1	O D	R. Ax	Own	F	Sp B	4.25	104	32x4	Kelsey	Semi	2	B & R	B & R	B	...	.....
Oakland, 34	875	North	6	2⅞x4¾	19.04	I	⅞	Blk	Diag	Hel	P	S	Marvel-V	V	Delco S-H	Delco-2	C	U P P	Mott	F	Bev	4.50	112	32x4	Baker	Semi†	3	B R & P	R	R	...	.....
Oakland, 50	1585	North	8	3½x4½	39.30	L	⅞	4	Diag	Hel	P	F & S	Stmbrg-V	V	Delco S-H	Delco-2	C	U P P	Mott	F	Sp B	4.08	127	34x4½	Baker	¾ El†	3	B R & P	R	B	...	.....
Ogren, 6-50	.....	Cont	6	3¾x5¼	33.75	L	⅞	....	Diag	.....	P	F	Rayfld	V	Bosch	West-1	D D	U P P	Timken	F	Bev	3.75	132	34x4½	Stanweld	Semi	..	R	....	R	4½	18
Oldsmobile, 45	1295	Own	8	2⅞x4¾	26.55	L	⅞	4	Diag	Hel	P	F	Johnsn-V	V	Delco S-A	Delco-2	C	U P P	Mott	F	Sp B	4.91	120	33x4	Baker	¾ El†	2	B & R	B & R	R	...	12x2
Overland, 85	850	Own	4	4⅛x4½	27.23	L	½	Blk	Diag	Hel	T-S	F & S	Tiltson-S	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Bev	4.00	112	32x4	Stanweld	Cant	5	B & R	B & R	R	...	.....
Ove.land, 85-B	985	Cont	6	3¼x4½	25.35	L	⅞	Blk	Step	Hel	P	F & S	Tiltson-S	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Sp B	4.60	116	32x4	Stanweld	Cant	3	B & R	B & R	R	...	.....
Overland, 90	665	Own	4	3⅜x5	18.23	L	.....	Blk	.....	Hel	T-S	S	Tiltson	V	Conn	Auto-1	C	R Ax	Own	¾ F	Bev	3.75	104	31x4	Stanweld	Cant	2	B & R	B & R	R	...	.....

NAME AND MODEL	Price Touring Car	MOTOR						CYLINDERS		Cam Shaft Drive	Type of Cooling System	Type of Oiling System	CARBURETOR		IGNITION SYSTEM	Make of Starting-Lighting System	TRANSMISSION						RUNNING GEARS				BEARINGS				Size of Carburetor	Size of Brake Banding
																			REAR AXLE													
		Make of Engine	Number Cylinders	Bore and Stroke in Inches	Rated H. P.	Shape of Cylinder	Size of Spark Plug	Cast Location of Valve	Make or Type Piston Rings				Make and Type	Fed by	Make Type		Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel		
Owen-Magnetic, O-36	3950	Cont	6	3¾x5½	33.75	L	.....	Blk	Diag	Hel	P	F & S	Zenith-V	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	American	F	Sp B	3.50	136	35x5‡‡	D Wheels	Semi	4	....	R	......	...	.....
Owen Magnetic, M-25	3300	Cont	6	3½x5¼	29.40	L	.....	Blk	Diag	Hel	P	F & S	Zenith-V	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	Timken	¾ F	Sp B	4.08	125	34x4½	Stanweld	Semi†	3	....	R	......	...	.....
Packard, 2-25	3050	Own	12	3 x5	43.20	L	⅞	6	Burd	Chn	P	F	Own-V	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	126	35x5	Contin'al	Plat	3	B & R	B	R	...	.....
Packard, 2-35	3500	Own	12	3 x5	43.20	L	⅞	6	Burd	Chn	P*	F	Own-V	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	135	35x5	Contin'al	Plat	3	B & R	B	R	...	.....
Paige-Linwood	1175	Ruten	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P*	F & S	Rayfld-S	G	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.83	117	32x4	Firestone	Cant	3	B & R	B & R	B	1	2x37½
Paige, Stratford	1495	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.50	127	35x4½	Kelsey	Cant	3	B & R	B & R	R	1¼	2x44
Partin-Palmer, 32	745	Lycmg	4	3½x5	19.60	L	⅞	Blk	Diag	Hel	T-S	F & S	Carter-V	V	Conn S-H	Disco-2	D D	U P P	Peru		Bev	4.00	110	32x3½	Perlman	¾ El†	2	B	R	B	1	12x2
Partin-Palmer, 20	495	LeRoy	4	3⅛x4½	15.63	L	⅞	Blk	Diag	Hel	T-S	F & S	Schbler-V	G	Conn S-H	Al-Ch-1	D D	R Ax	Durston	F	Bev	4.00	96	30x3½	Perlman	¾ El	2	B	B	B	1	10x1¾
Paterson, 6-45	1165	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Delco–D-H	Delco-2	C	U P P	Hess	F	Sp B	4.50	117	32x4	Detroit	¾ El†	3	B	R	B	...	.....
Pathfinder, 3-A & 3-C	3250	Widly	12	3⅞x5	39.63	I	⅞	3	Burd	Hel	P	F	Stmbrg	G	Delco S-A	Delco-1	D D	U P P	American	F	Sp B	4.33	135	35x5	Stanweld	Semi	3	R	R	R	1½	16x1¾
Peerless, 56-2	1980	Own	8	3¼x5	33.80	L	⅞	4	Diag	Hel	P	F	Ball-V	V	At K S-H	G & D-2	D D	U P P	Timken	F	Sp B	4.46	125	35x4½	Firestone	Plat†	3	B & R	R	R	...	.....
Pennsy, R	855	Lycmg	4	3½x5	19.60	..	.....	Blk	Diag	Hel	T-S	F & S	Zenith-V	V	Conn S-H	Dyneto-2	D D	U P P	Weiss	S-F	Bev	4.00	114	32x4	Goodyear	Semi	2	....	....	......	...	.....
Phianna, M	4500	Own	4	3 x6	25.00	L	⅞	Blk	Step	Chn	P	F	H & N	V	Bosch S-H	Wd-Leon	D	Sep	American	S-F	Sp B	4.00	125	32x4½	....	Cant	3	B	R	B & R	...	.....
Pierce-Arrow, 38	4800	Own	6	4 x5½	38.40	T	⅞	2	Own	Hel	P	F	Own-V	P	Bosch D-H	West-2	C	Sep	Own	F	Sp B	Opt	134	36x4½	Goodrich	¾ El	7	B & R	B & R	R	...	.....
Pierce-Arrow, 48	5500	Own	6	4½x5½	48.60	T	⅞	2	Own	Hel	P	F	Own-V	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	142	37x5	Goodrich	¾ El	7	B & R	B & R	R	...	.....
Pierce-Arrow, 66	6500	Own	6	5 x7	60.00	T	⅞	2	Own	Hel	P	F	Own-V	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	147½	38x5½	Goodrich	¾ El	7	B & R	B & R	R	...	.....
Pilot, 6-45	1200	Teetor	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	F & S	Tillotson	V	Delco S-H	Delco-2	D D	U P P	Hess	S-F	Sp B	4.25	119	32x4	Stanweld	Cant	3	B	B & R	R	1	14
Pilliod	1485	Own	4	4⅛x5	.....	..	⅞	Blk	Burd	Chn	P	S-F	Johnson	V	Auto	Auto-2	D	U P P	Hess	F	Sp B	....	121	34x4	Firestone	Cant	..	B & R	B	R	1½	.....
Premier, 6-B	1895	Own	6	3⅜x5½	27.34	I	⅞	Blk	Wass	Hel	P	F & S*	Johnsn-V	V	Delco S-A	Delco-2	D D	U P P	Timken	F	Sp B	4.46	125½	35x4½	Firestone	Semi†	3	B & P	R	R	...	.....
Princess F	775	G-B & S	4	3¾x4¼	22.50	L	.....	Blk	Diag	Chn	T-S	F & S	Schbler-S	V	Split S-H	Disco-2	O D	U P P	Own	S-F	Sp B	4.25	108	32x3½	Baker	¾ El†	3	B & R	B & R	B	...	.....
Pullman, 4-24	825	G-B & S	4	3¾x4¼	36.90	L	⅞	Blk	Diag	Chn	T-S	S	Stmbrg-S	V	SevisonS-H	Split-2	O D	U P P	Grnt-Lees	F	Bev	4.50	114	31x4	Firestone	Cant	3	B	R	R	...	.....
Regal, 4-32	745	Own	4	3½x4¾	19.60	L	½	Blk	Diag	Hel	T-S	S	Carter-V	V	Springfield	Springf'd	C	U P P	Peru	F	Bev	4.25	108	30x3½	Firestone	Cant	3	B	R	B	1	1¾10½
Regal, 8	1200	Huron	8	3 x4½	28.80	L	½	4	Diag	Hel	T-S	F & S	Johnsn-V	V	At K S-H	Dyneto-1	C	R Ax	Peru	F	Bev	4.00	112	33x4	Stanweld	Cant	2	R	R	B	1	1¾x12
Reo, R & S	875	Own	4	4⅛x4½	27.23	F	½	2	Step	Hel	P	S	Johnsn-V	G	Remy S-H	Remy-2	D D	Sep	Own	¾ F	Bev	4.00	115	34x4	Firestone	¾ El	3	R	R	R	1	14x2
Reo, M & N	1250	Own	6	3⅝x5⅛	30.50	F	½	3	Step	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	Sep	Own	S-F	Sp B	4.30	126	34x4½	Stanweld	Cant	3	R	R	R	1½	14x2¼
Richmond, 6-17	.....	Own	6	3½x5	.....	L	⅞	3	......	Hel	P	F & S	Stmbrg	V	Delco S-H	Delco-1	C	U P P	Own	F	Sp B	4.25	124	35x4½	....	Semi	3	B	B	R	...	.....
Roamer	1850	Ruten	6	3⅛x5	23.44	L	.....	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Bosch D-H	Bijur-2	D D	U P P	Hess	¾ F	Sp B	4.42	126	34x4‡‡	D Wheels	¾ El†	3	B	B	B	...	.....
Ross, C	1550	H-Splm	8	3¼x5	33.80	L	⅞	Blk	Diag	Gear	P	F	Zenith-V	V	At K S H A	Wd Leon 2	D D	U P P	American	¾ F	Sp B	4.64	130	35x4½	Jackson	Semi	3	B	B	B	...	.....
Saxon, Six	865	Cont	6	2⅞x4½	19.84	L	⅞	Blk	Burd	Hel	T-S	F & S	Stmbrg	G	Remy S-H	Wagner-2	D D	R Ax	Timken	F	Sp B	4.75	112	32x3½	Stanweld	Cant	3	R & P	R	R	...	.....
Saxon, Four	* 495	Cont	4	2¾x4	12.10	L	⅞	Blk	Burd	Hel	T-S	F & S	Rch'bch-S	G	At K S-A	Wagner-2	D D	R Ax	Timken	S-F	Bev	5.00	96	30x3	Prudden	Cant	2	R & P	B & R	B	...	.....
Scripps-Booth, D	1175	Ferro	8	2⅝x3¾	22.05	I	⅞	Blk	Diag	Hel	T-S	F	Zenith-V	V	Remy S-A	Wagner-2	D D	U P P	Russell	S-F	Sp B	4.80	120	32x4‡‡	D Wheels	Cant	2	B & P	B & R	B	...	.....
Simplex-Crane	*6000	Own	6	4⅜x6¼	45.94	L	⅞	3	Diag	Chn	P	F	Newcb-V	P	Bosch D-H	Bosch-2	D	U P P	Own	¾ F	Sp B	Opt	43½	37x5	....	Semi	3	B	B	R	...	.....
Singer, 17	3800	H-Splm	6	4 x5½	38.40	T	⅞	3	Diag	Gear	P	F	Rayfld-V	V	Bosch S-H	West-1	D D	U P P	Timken	F	Sp B	3.70	136	35x5‡‡	D Wheels	Cant†	3	B	R	R	...	.....
Standard, F	1900	H-Splm	8	3¼x5	33.80	L	⅞	4	Diag	Hel	P	F	Zenith-V	V	Split S-H	Split-2	D D	U P P	Timken	F	Sp B	4.46	127	35x4½	Firestone	Semi†	3	B & R	B R & P	R	...	.....
Standard, E	*1850	H-Splm	8	3 x5	28.80	L	⅞	4	Diag	Hel	P	F	Zenith-V	V	West S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.46	121	35x4½	Firestone	Semi†	3	B & R	B R & P	R	...	.....
Stearns-Knight, 8	2250	Own	8	3¼x5	33.80	S	⅞	4	Step	Chn	T-S	F & S*	Rayfld-V	V	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.75	121	35x4½	Goodrich	Cant	3	B & R	B & R	R	...	.....
Stearns-Knight, 4	1495	Own	4	3¾x5⅝	22.50	S	⅞	Blk	Step	Chn	P	F & S*	Schbler-V	G	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.50	119	34x4	Goodrich	Cant	3	B & R	B & R	R	...	.....
Stephens, 60	1150	Cont	6	3¼x4½	25.35	L	⅞	Blk	Dup	Hel	P	F & S	Zenith-V	V	Conn S-H	Auto-2	D D	U P P	Hess	S-F	Bev	4.75	115	32x4	Goodyear	Semi†	3	B	R	B	...	.....
S-S-E, A-f	7000	Own	6	3 16/29	30.24	..	.....	Blk	......	Chn	P	F & S	Zenith	P	Delco D	Delco-2	D D	R Ax	Own	F	Sp B	3.40	122	33x4½‡‡	D Wheels	Cant	7	....	....	......	...	.....
Studebaker, 6-50	1180	Own	6	3⅞x5	36.04	L	½	Blk	Diag	Hel	P	S	Schbler-R	V	Remy S-H	Wagner-2	C	R Ax	Own	S-F	Bev	3.70	122	34x4½	Kelsey	¾ El	4	R	R	R	...	.....
Studebaker, 4-40	940	Own	4	3⅞x5	24.03	L	½	Blk	Diag	Hel	P	S	Schbler-R	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	4.00	112	34x4	Kelsey	¾ El	3	R	R	R	...	.....
Stutz, R	2550	Wisc	4	4¾x5½	36.10	T	⅞	2	......	Hel	P	F	Stmbrg	V	Remy S-H	Remy-1	D D	U P P	....	F	Sp B	4.45	120	32x4	....	El	3	B	R	R	...	.....
Stutz, 16-valve	*2550	Own	4	4⅜x6	30.63	T	⅞	Blk	......	Hel	P	S	Stmbrg-V	V	Bosch S-H	Remy-2	C	R Ax	Own	S-F	Bev	3.06	120	34x4½‡‡	....	Semi	3	....	....	......	...	.....
Sun, 17	1095	Own	6	3½x5	23.44	L	⅞	Blk	Burd	Hel	P	F & S	Rayfld	V	Remy D-H	Remy-2	D D	U P P	Own	¾ F	Sp B	4.58	116	34x4	Firestone	Semi	3	B	B & R	B	1¼	.....
Templar, 4-45	.....	Own	4	3⅜x5½	.....	I	.....	....	......	Chn	P	F & S	Rayfld-S	V	Remy S-H	Remy-2	D D	U P P	Hess	S-F	Sp B	4.75	116	34x4	Firestone	Semi†	3	B	B & R	B	...	.....
Templar, 6-45	.....	Own	6	3 x5	.....	I	.....	....	......	Chn	P	F	Zenith	V	Remy S-H	Remy-1	D D	U P P	....	F	Sp B	4.45	120	32x4	....	El	3	B	R	R	...	.....
Velie, 28	1185	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.33	115	32x4	Goodrich	¾ El	3	B & P	R	R	...	.....
Velie, 27	1650	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.08	124	35x4½	Goodrich	¾ El†	3	B & R	R	R	...	.....
Westcott, 17	1590	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Gear	P	F & S	Rayfld-S	V	Delco	Delco-2	D D	U P P	Timken	S-F	Sp B	4.46	124	35x4½	Firestone	Cant	3	B & R	R	R	...	.....
White, 16-valve	4600	Own	4	4¼x5¾	28.90	T	⅞	Blk	......	Hel	P	F	Own-V	V	....	LeeceN-2	O D	U P P	Own	¾ F	Sp B	....	137½	37x5	Firestone	Semi	3	B	B	B	...	.....
Willys-Knight, 88-8	1990	Own	8	3⅜x4	.....	S	⅞	4	......	Chn	T-S	F	Zenith	V	S H-A	Auto-1	C	....	Own	S-F	Sp B	4.60	125	34x4½	....	Cant	2	B & R	R	R	...	.....
Willys-Knight, 88-4	1285	Own	4	4⅛x4½	27.23	S	⅞	Blk	......	Hel	T-S	F & S	Tiltson-S	V	Conn S	Auto-2	C	R Ax	Own	F-F	Sp B	4.30	121	34x4½	Stanweld	Cant	3	B & R	R	R	...	.....
Willys, 88-6	1385	Cont	6	3½x5¼	29.40	4	⅞	Blk	Diag	Hel	P	F & S	Tiltson-S	V	ConnS	Auto-2	C	R Ax	Own	F	Sp B	4.00	125	35x4½	Stanweld	Cant	3	B & R	R	R	...	.....
Winton, 33	2685	Own	6	3¾x5¼	33.75	L	⅞	2	Step	Chn	P	F	Rayfld-V	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	128	36x4½	Firestone	¾ El	4	B & R	R	R	...	.....
Winton, 48	3500	Own	6	4½x5½	48.60	L	⅞	2	Step	Chn	P	F	Rayfld-V	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	138	37x5	Firestone	¾ El	4	B & R	R	R	...	.....
Woods, Magnetic	2650	LeRoi	4	2½x3½	10.00	L	.....	Blk	Diag	Hel	T-S	F & S	Zephr-V	V	At K S-H	Own	Mag	......	Own	F	.....	7.25	105	34x4	Stanweld	¾ El	2	B	B	R	...	.....
Yale, K	1550	Masnk	8	3½x4½	31.25	..	⅞	Blk	Diag	Chn	T-S	S	Zenith	G	Remy S-H	Disco	O D	U P P	Timken	S-F	Sp B	4.11	126	34x4††	Stanweld	¾ El	2	....	B	R	...	.....

STEAM CARS

Doble, C	.....	Own	2	5 x4	.....	..	.....	....	.....	.....	Ste	am Po	wer plant	..	....	Delco-2	None	None	American	¾ F	Spur	....	128	33x5	D Wheels	Semi	..	....	....	......	...	.....
Lutz	.....	....	4	3 x4¼	.....	..	⅞	Blk	.....	.....	T-S	......	Zenith	V	....	Wagner-2	D	U P P	....	S-F	Sp B	....	114	32x3½	....	S-E	..	....	....	......	...	.....
Stanley, 728	2200	Own	2	4 x5	.....	..	.....	....	.....	.....	Ste	am po	wer plant	..	....	....	None	None	Own	....	Spur	....	130	34x4½	....	El	..	....	....	......	...	.....

Getting at the Cost of Doing Business

EVERY man in business should know at the end of the year whether he is operating at a profit or simply engaging in a line of work that keeps him going but does not get him anywhere. Unless your business is netting you a good profit it would be much easier, and less wearing on your gray matter, to put your money in a bank, at three per cent.

Do you know just how much you made or lost during the year? Do you know why you are not making more profit than you do? Unless you have a good system of keeping track of your business you probably cannot answer these questions satisfactorily.

But when we speak of "good systems" we have a laugh. Some so-called "good systems" are so good that it would take an expert mathematician to keep track of them. What the supply man or garage keeper wants is a simple, common sense method of keeping tabs on his business.

Every dealer knows how to make an inventory; but every one does not know the use of it. What can be the use of tabulating every article in stock unless you make a profitable use of this information? Of course, such an inventory shows you how much and how often to buy. It means that you will not be carrying too much stock that moves slowly, and that you will be able to gauge accurately the quantities to buy of the fast-moving stock.

With an accurate knowledge of what you have on hand, you are able to figure whether your insurance premiums are too high and whether or not you are carrying so much stock that your rate of interest has gone up. It tells you if your depreciation is too great and gives you a knowledge of the amount of loss on damaged and out-of-date goods.

In talks with garage men and dealers I have found that few take into consideration any other costs besides help, advertising, rent, heat and light. Few figure their own services or the investment in their buildings as worth anything. I have found also that they count their business a good one if they are making a living.

This brings out again what was stated at first, that it would be better to let the money stand in a bank giving you a small rate of interest. Think of the freedom from responsibility you would enjoy.

Now, with these plain facts stated, let us see what can be done towards finding out wether we are ahead of the game or simply fooling ourselves with the idea that we are business men.

Damaged and shop-worn goods, dry batteries that have gone dead on your hands, tools and equipment used in the shop, and numerous other things should not be inventoried at cost price. The right way is to allow for losses of this sort gradually, by inventorying at their true value. In the matter of tools and equipment it is well to take a small percentage of depreciation every six months or a year. If this is not done there will come a time when, apparently, you have made money; yet, due to the fact that all these tools and equipment must be replaced, you have actually lost money. For instance, a lathe four years from the time you purchased it, is no longer to be valued at cost price. A vulcanizer, a pump, a tank, in fact any article in regular use cannot be valued at the price you paid for it.

Besides knowing how to keep track of his stock in trade, the garage man or dealer should subscribe to several good trade papers. This will not only keep him in touch with the general progress of the industry, but also will enable him to find out just what are the better selling stocks. New accessories that are selling particularly well will be brought to his attention through this medium. The success with which new products are selling is a matter of considerable importance to the dealer. For example, those dealers that anticipated the demand for the spotlight when it first came into use have been well rewarded for their forethought.

To give even an approximate idea of what proportion of the total stock should be, for instance, tires, electrical equipment, or hardware, is extremely difficult because of the fact that it will vary with the size of the business, the location and many other conditions. After an interview with one of the heads of one of the largest jobbers in New York City the following approximate figures were obtained as to the amount of stock carried:

Hardware	50 per cent.
Electrical Equipment	10 " "
Tire Repair Material	5 " "
Lamps	10 " "
Oil and Grease	5 " "
Repair Parts	10 " "
Novelties	5 " "
Other Accessories	5 " "

No figures were obtainable on tires in this case. The quantity of tires that should be kept in stock is very variable and has to be determined by each dealer from actual experience. Garages usually do a big business in tires and oil, while the large jobber, who very likely is located near a garage, may not have so much call for these because the garage often gets them direct from the manufacturer. In the case of the large dealer there appears to be experienced an increase in the demand for hardware and electrical goods.

With a simple and accurate set of books the business man does not have to guess. He knows just how he stands. To try to operate his business by buying for one price and selling at a higher one is not enough. He must add to his original cost, the cost of doing business plus his legitimate profit in order to actually make a profit.

Among other things to be figured should be the amount of good and bad accounts carried on the books. Many men have gone from year to year carrying on their books a lot of bad accounts. In time these amount to sums that astound him. Then he feels it about time to call a halt.

You will admit there is no profit in selling goods that are never paid for. There is no set rule to follow about allowing credit. You may choose the method employed by your manufacturer or jobber, or you may, in each case that comes up, make it your business to get at the credit responsibility of the individual. Don't be afraid to say "No" to a man desiring credit, if, in your opinion, he is not worthy of it. It is better to lose the sale than the amount the sale would constitute.

When you do give credit, don't fail to send monthly statements. No honest business man should be offended by your monthly reminders.

These pointers will be useful if you watch your books and strive to find out why your business costs so much, and in what way you can cut operating costs. Make use of your inventory from now on to determine whether your trouble is too large a stock. Discover wherein you have tallied badly, and then, if the gain is not more than an existence wage, look for the trouble in your methods of carrying on business. Spend some time in thinking out some remedies in regard to purchasing stock, collecting bills, valuing property, etc., and you will find that the time is profitably spent. It is easier to avoid an evident fault than to stumble along in the dark not knowing where the trouble lies.

EXPORTS INCREASE DESPITE WAR

Despite unexpected obstacles, last year the American automobile industry maintained its record of expanding. The United States exported 80,850 motor vehicles, aggregating $96,595,861, during 1916. This was an increase of 16,892 vehicles over that of 1915, and an increase in value of exports for the year of $1,711,468.

This is a remarkable record, for during the year Great Britain and Italy prohibited the importation of automobiles and France raised the duty on them to 70 per cent. Freight congestion at Russian ports made it almost impossible to ship cars and trucks to that country except for government use. At the same time ocean freight rates were abnormally high and cargo space to Europe was very difficult to obtain.

In addition to complete vehicles, there were exported in 1916 automobile parts to the value of $24,001,060, tires worth $15,211,943, and automobile engines to the value of $2,480,650, making a grand total of $138,289,514, as compared with $125,306,568 the previous year.

Only 10 other grand divisions of American exports exceeded in value the automobile exports last year.

NEW PEERLESS ROADSTER IS OFFERED

To meet the demand of those who want a light, fast, two-passenger car, the Peerless Motor Car Co. of Cleveland, Ohio, is now offering a special sporting roadster. The chassis is similar to that of the standard eight-cylinder touring car, but, to meet the special use for which this car is intended, a few adaptations have been made.

The car has been lowered so that the fly-wheel housing clearance is about nine inches. This has been accomplished by the use of flat springs, semi-elliptic instead of platform at the rear. The gearing is raised to 3 10/13 to one. The carburetor setting is changed to meet higher speed requirements Wire wheels are standard; an extra wheel is carried, concealed in the compartment at the rear. The standard color trim is dragon green with pea green wheels.

J. M. Schlendorf has been appointed director of sales of the Central Steel Co., Massilon, Ohio. Mr. Schlendorf was associated with the U. S. Steel Corp. for 14 years. For the last 2 years he has been with the Willys-Overland Co., directly in charge of its purchases of special steels and all metals.

Dodge Brothers Will Not Build Delivery Car

It has frequently been rumored that Dodge Brothers, of Detroit, were about to place on the market a new light delivery car. Communication with the company brings out the fact that this rumor is erroneous. All that the company has done along this line so far has been to furnish its dealers with standard touring car chassis equipped with lower gear ratio, heavier springs, and oversize tires. Bodies to carry a load of not more than 1,000 pounds can be applied to these chassis.

Packard Sales Contest is Successful

THAT the Lincoln Highway sweepstakes, which is being conducted by the Packard Motor Car Company, is proving to be one of the most successful selling contests ever held, is now an established fact. While there were many who believed that such a contest could not be carried out successfully with anything but a very low priced car, it is now very clear that this is not the case, and this should be a great incentive for other organizations producing high priced cars to turn their attention to similar nation-wide selling contests.

The fundamental object of running the Lincoln Highway sweepstakes was to develop the power of the individual salesman, to create a more perfect organization, and to cement in even firmer co-operative relations the producing and distributing members of the company. Such a contest demanded that each man set a new mark for himself and that each selling organization win higher planes of effective salesmanship.

To resketch the form of the contest, which started on February 22, the 3,300 miles of Lincoln Highway was marked off in imaginary sections of 33 miles, each section representing one per cent. of a quota fixed on the basis of a given organization's past performance in salesmanship. For those salesmen and organizations who outstripped their quotas, an extension, of the course was arranged in the form of a yachting race down the coast and around to Galveston. The race started from San Francisco, and each dealers' organization was provided with a specimen map of the Lincoln Highway and markers to show the positions of the racers. Awards suited to the sweepstakes will be given by the company to all contests except the local contests, which were held among the salesmen of each dealers' organization. Prizes for these are left to the dealer to provide. The factory will cap the whole event with a big prize, the nature of which has not been disclosed. As a basis for the contest the factory made a special allotment of new cars. There are 108 Packard sales organizations competing in the sweepstakes.

The race between the St. Louis, Cleveland, New York and Detroit organizations has been very close. At the time of this writing, St. Louis is holding the lead, which it has maintained for some time, and Cleveland is second, the score being .73 to .58. New York has passed Detroit, now being in third place with a score of .54. Detroit has dropped back to fifth place, Philadelphia taking fourth with a score of 50.

Great care has been taken by the company in giving the contest publicity. A daily journal, published and distributed by the factory, called the *Packard Picric,* gives news of the progress of the sweepstakes. At different branch and dealership points, local organizations publish and distribute sweepstakes bulletins.

Careful study of these bulletins by other manufacturers should bring realization of the fact that novel sales contests for high priced cars are both practical and profitable.

Robert T. Walsh, advertising manager of the Briscoe Motor Corp., has sent out notification of a raise in the price of Briscoe models supplied on the Model B-24 chassis, May 1. The new price will be $725 for the touring, roadster and runabout models, as well as the canopy top delivery wagon, while the panel body will sell for $750. These prices are f. o. b. Jackson, Mich., and are $40 higher than the previous prices.

TRADE GOSSIP

E. G. Soward, who recently retired as sales manager of the Nash Motors Corp. at Kenosha, has joined the sales organization of the Smith Motor Truck Corp., builders of the Smith Form-a-Truck, as chief aide on the Pacific coast to Sales Manager Albert S. Johnston. Mr. Soward recently arrived at San Francisco to start work.

E. J. Edwards, president; E. G. Pelton, secretary, and Dr. C. H. Gage, chemist, have capitalized the Findlay Steel Castings Co., of Findlay, O., and have purchased the former home of the Grant Motor Co. to manufacture castings for motor cars. The company is capitalized at $200,000.

Herman C. Maise, who resigned some time ago as chief engineer and factory manager of the Springfield Body Corp., at the Springfield, Mass., plant, has accepted a position with the Hayes-Ionia company as factory manager of the plant which has been secured at Grand Rapids.

There is to be a complete reorganization of the Lozier Motor Co. under Michigan laws. The plans are under way to establish dealers throughout the country, a change from the present factory branch arrangement. Several material changes in the car are contemplated, and the company will enter the custom body field with several styles of bodies on one chassis. The company has been purchased by Theodore Friedberg and Maurice Rothschild.

F. L. Durbin, of Syracuse, has joined the selling organization of the Olympian Motors Co., of Pontiac, and will act as special representative for the factory in the State of New York. Mr. Durbin was formerly associated with the Dort Motor Car Co.

J. W. Crawford, formerly assistant chief engineer of the American Motors Co., of Indianapolis, and for the last four years connected with the engineering department of the Chalmers Motor Co., has been appointed designing engineer for the Chalmers company. Mr. Crawford was originally engaged in experimental work, but joined the designing end of the department at the time the Chalmers six-30 was put on the market.

R. C. Cook, who was factory representative of the Fiat Automobile Co., of Poughkeepsie, in Chicago, has taken the agency for the Fiat car in that city and the branch of the company has been closed.

R. A. Palmer, president of the Olympian Motors Co., of Pontiac, reports the closing of contracts with the Stellar Motor Co., of Pittsburgh, for Pittsburgh Territory.

E. G. Crawford has joined the sales staff of the Bethlehem Motors Co., of Allentown, Pa. He was sales promotion manager of the Regal Motor Car Co.

O. B. Henderson has been appointed permanent manager of the Los Angeles branch of the Willys-Overland Co. at Los Angeles. The territory covered by the Los Angeles branch reaches from San Luis Obispo on the north to the Mexican line, and eastward to southern Nevada.

R. Bissel has been made a member of the engineering staff of the Detroit Steel Products Co. He will engage in research work for the spring department. Mr. Bissel was research engineer of Dodge Brothers for three years.

A. E. Walden, who resigned from the experimental department of the Chalmers Motor Co. last year to become service manager for the C. T. Silver Co. of New York City, has returned to the Chalmers company in the capacity of experimental engineer. Mr. Walden became connected with the Chalmers company in 1910.

J. M. Case, who was formerly advertising manager of the Scripps-Booth Corp., in Detroit, has resigned to become sales and advertising manager of the United Motors Co., of Grand Rapids, Mich., manufacturers of United motor trucks.

Alfred H. Bartsch, for seven years advertising manager of the Bosch Magneto Co., has joined the McLain-Haddon-Simpers Co., of New York, and will be secretary of the company.

Robert M. Smith, who has been western manager of the American Garage & Auto Dealer, with headquarters in Detroit, has resigned to become associated with the Cleveland Battery & Electric Co., of Cleveland, O., and will take charge of the sales of that company.

Frank R. Carroll, manager of the Los Angeles branch of the B. F. Goodrich Co., has been placed in charge of all coast territory and C. E. Cook has been appointed to the executive staff of the company at the central office in Akron as Pacific coast manager.

L. A. Poundstone has been appointed manager of the Kansas City branch of the Maxwell Motor Sales Corp., succeeded C. B. McLaughlin. Mr. Poundstone was located at the Detroit offices.

C. E. Allen, who was superintendent of the Detroit plant of the C. M. Hall Lamp Co., has been made manager of the factory at Kenosha, recently acquired by the Hall company from the Badger Brass Co.

W. H. Crowley, former wholesale manager for the Saxon branch in New York, has joined the American Motors Corp., of Plainfield, N. J., as a district sales manager for New York and Pennsylvania. C. W. Govan is also a district manager.

C. D. Ford, formerly connected with Peerless sales in New York City and before that with the Overland, has been made salesmanager of the Morgan-Farr Co. of Newark, N. J., the newly appointed Essex County (N. J.) distributors for the Peerless eight-cylinder car.

The Joseph McCormick Co., of Providence, R. I., have been appointed Peerless dealers in Providence, R. I.

The O. A. R. Garage Co. of Plainfield, N. J., Oliver A. Reed, manager, have taken the agency for that territory for the Peerless eight-cylinder car and motor trucks.

The Forsyth & Davis Motor Car Co. of Kingston, N. Y., have taken on the Peerless line of eight-cylinder cars in Ulster County.

The Holt-Welles Co., Inc., of New York City, has appointed the following distributors for the Branford carburetor; George Kenneth of Jacksonville for the State of Florida; Plummer & Winslow of Baltimore, Md., for the States of Delaware and Maryland.

Gilbert U. Radoye has severed his connections with the advertising department of the Hudson Motor Car Co., of Detroit.

Fred. P. Harvey has been appointed sales representatives of the Toledo Screw Products Company, of Toledo, O. He was former purchasing agent of the Hupp Motor Car Corp.

G. R. Harris, an executive of the Maxwell Motor Co., sales department staff, at Detroit, has resigned to accept a position with the St. Clair Heights Syndicate.

R. H. Jeffers, Detroit branch manager for the Firetone Tire & Rubber Co., has announced the appointment of G. A. Richards as factory representative for pneumatic tires in the Detroit and Michigan territory, succeeding Howard A. Coffin, who recently resigned.

Wilson M. Taylor, efficiency expert of the Studebaker Corp., has been appointed manager of a retail branch opened by the company in Louisville, Ky.

R. C. Hupp has resigned as vice-president, director and chief engineer of the Emerson Motors Co., having completed the work of designing and building the first Emerson cars, the production of which is now going forward in the company's plant at Kingston, N. Y. Mr. Hupp has opened an office in Long Island City, where he is at work on new plans, the announcement of which is to be made later on.

C. E. Fay has closed a contract with the Maxwell Motor Sales Corp. for the distribution of Maxwell cars in eastern Massachusetts and the State of Rhode Island. Mr. Fay takes over the formar Maxwell retail interest in Boston and Providence.

Wm. H. Miller, formerly with the Acheson Graphite Co., has become associated with the Flexible Armored Hose Co., Buffalo, N. Y., maker of flexible metal tubing. He will cover the East and Middle West.

H. P. McQuiston has become manager of the newly created used car division of the Chalmers Motor Co. sales department at Detroit. He will give selling and advertising assistance to Chalmers dealers, insofar as the used car end is concerned.

L. N. Laupret has been appointed sales manager of the Heinze Electric Co., of Lowell, Mass. Mr. Laupret has been with the Heinze Electric Co. for 12 years. He fills the vacancy left open by the death of P. J. Legary.

Benjamin Hanger is now the Studebaker dealer in New Haven, Conn. Mr. Hanger left the position of assistant manager of the Boston branch to take over this territory. R. J. Miller, who takes his place as assistant manager of the Boston branch, had been manager of the E. R. Benson Motor Car Co., of Portland, Me.

George Allen Green, chief engineer and superintendent of the Fifth Avenue Coach Co., which operates upward of 200 motor buses on the streets of New York, has sailed for France to take the captaincy of a corps of armored tanks on the Somme front. Mr. Green was offered the position of captain by the British government, the appointment undoubtedly coming because of his thorough knowledge of Knight sleeve-valve motors which are used in the British tanks.

B. J. MacMullen, who was manager of the Kansas City branch of the Chalmers Motor Co., has resigned to form a connection with a Detroit company. The Chalmers Kansas City branch was turned over to the distributors, the Buxton-Phillips Motors Corp.

Louis Chevrolet, vice-president and chief engineer of the American Motors Corp., of Plainfield, N. J., is authority for the statement that he has not resigned his connection with that organization, that he is now designing a new six-cylinder car for them, and that his recent trip to Detroit was for the purpose of obtaining materials.

George W. Hanson, of the recently organized Hanson Motor Car Co., of Atlanta, Ga., the organization, which is building a fine plant in that city, says that the South is buying more automobiles this year than at any time in its history. He points to the comparison of the shipments of cars this year and says that this reveals an increase of more than 50 per cent. over last year. Financial conditions of the South are largely responsible for increased shipments. The people of the South are finding the automobile indispensable to business, and the improvement of roads is also proving of great assistance. High prices of cotton have added to Southern prosperity, and turpentine is also cutting a figure in Southern incomes. Diversified farming is proving profitable.

Harry L. Bill has been appointed works manager of the Chalmers Motor Co. Mr. Bill returns to a company with which he was very active in the past. In 1909 Mr. Bill was connected with the engineering and the experimental departments of the Chalmers company, and his able management of the Chalmers racing team that year gave to this team the championship through edict of the American Automobile Association.

How Partial Payment Plans Helps Dealers

A GOOD many years ago the partial payment plan came into use, and in the early days the business houses that fathered the idea were "Tabu" with the better class of public. Later on the plan was taken up by stronger and better firms who saw its possibilities for increasing business, and now the general public can purchase almost anything on time or deferred payments. The idea has entered the automobile field and today there are several companies who finance the distributor, dealer and the public.

The automobile dealer has of necessity limited his sale of cars because he did not have the financial backing needed. There are many dealers throughout the country who have the ability to sell cars but whose financial condition enables them to have, perhaps, only their demonstration car. They are unable to deliver a car for, perhaps, a couple of weeks or a month after it is sold. If they were financed and could always have on hand a couple of show cars, their sales would be considerably increased.

The Commonwealth Finance Corporation and the Guaranty Securities Corporation are two of the companies now doing a national business, who help the dealer. The idea is not a get-rich-quick scheme, but rather well thought out plans in which the banking companies make a small percentage of profit and enable the dealer to make more sales at a slightly reduced margin of profit. The commonwealth plan is here outlined The dealer makes application and sends his financial statement. This is verified in a confidential way through bank connections, and if found as the dealers states, the papers are sent to the dealer's own bank. These papers consist of an option signed by the financing corporation and a storage receipt signed by the dealer.

The dealer then pays twenty-five per cent. of the wholesale price of the car to his local bank, plus a charge of two per cent., which covers interest cost of insurance and the like, for a period of thirty days.

The option which the dealer holds is surrendered by him to the bank upon the sale of the car, at which time the local bank, acting as the representative of the financing corporation, turns over the storage receipt to the dealer. The dealer also pays any incidental charges appearing on the sight draft together with freight charges. The bank then delegates a messenger to take the bill of lading to the freight yard, together with the necessary amount to release the car. This amount has been previously collected from the dealer.

While the accommodation provides for a thirty day period, the option may be renewed for thirty days additional, by a payment of two per cent., up to a period of three or four months. One option and one receipt is used for each car handled, and these are the only forms used.

When the forms are sent to the bank they are accompanied by a certified check covering the difference in dollars between what the dealer pays at the bank, and the total amount of the sight draft which is drawn on the dealer.

A plan by which the dealer can sell cars on a partial payment basis also is offered by the Commonwealth Corporation. Take, for example, the case of a car listing at $700, and assume the freight charges are $25. The financing corporation charges in this case 4 per cent. of the list price of the car, or $28, which includes 80 per cent. fire and theft insurance for one year. This brings the total selling price up to $753. The buyer gives to the dealer his note for 65 per cent. of the list price of the car in six equal installments, which amounts to $455, and pays $298 cash on the delivery of the car. The dealer then indorses and sends the buyer's note to the financing corporation. The corporation deducts its charge of $28, and returns a check for $427 to the dealer. The total amount of cash received by the dealer is, therefore, the buyer's cash payment of $298 plus the $427 received from the financing corporation, which equals $725, or the list price of the car plus the freight. By this plan the dealer is saved all of the trouble of collecting the installments, and without cost to himself.

To outline the methods of the Guaranty Banking Corporation would be unnecessary as they are essentially the same as those of the Commonwealth concern. That the partial payment plans for both buying and selling cars offered by such companies as these are most valuable to the dealer is unquestionable, and there are undoubtedly many dealers that have not given the subject the consideration that it deserves.

Association Items

AUTOMOBILE CALENDAR

Milwaukee, Wis.—Used Car Show, Milwaukee Automobile Dealers, Auditorium, April 20-26.

Spokane, Wash.—Interstate Fair, Sept. 2-9.

Milwaukee, Wis.—Milwaukee Show, State Park Fair, West Allis, Sept. 9-15.

Milwaukee, Wis.—Fall Show, Wisconsin State Fair, West Allis, Milwaukee Automobile Dealers, Sept. 9-15.

Hot Surings, Va.—Summer Meeting National Association of Automobile Accessory Jobbers, Homestead Hotel, June 4, 5, 6.

E. M. Lubeck, service manager for the Louis Geyler Co., Chicago distributors of Hudson cars, has been elected president of the Automobile Service Managers' Association of Chicago, recently formed to establish a uniform and equitable service policy for automobile owners, and to promote the interests of dealers. James Winterfelt, of the Winton company, is vice-president; R. A. Decker, of the Harry Newman company, secretary, and John Weyrauch, of the Mitchell Motor Car Co. of Illinois, is treasurer.

S. A. E. Summer Meetings Called off

There will be no mid-summer meeting of the Society of Automobile Engineers this year. The organization, which is now to be called the Society of Automotive Engineers, has decided that war conditions are such as to make it advisable to call off the event. In place of the regular mid-summer meeting there will be a one-day meeting at Washington, D. C., June 25.

Gear Makers Organizing

At a recent meeting of gear manufacturers at Lakewood, N. J., the American Gear Manufacturers' Association was formed. The aim of the new association is the standardization of gear design, manufacture and application. F. W. Sinram, of the Van Dorn & Dutton Co., Cleveland, is president; H. E. Eberhardt, of the Newark Gear Cutting Machine Co., Newark, N. J., is vice-president; F. D. Hamlin, of the Earle Gear & Machine Co., Philadelphia, is secretary, and Frank Horsburgh, of Horsburgh & Scott, Cleveland, is engineer.

Orphan Car Dealers

Parts of Orphan Cars are Carried in Stock by the Dealers Listed Below. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

Abbott	64-118-149-151
Acme	118
Aerocar	9-118
Alco	1-2-79-118-120-149
Alden-Sampson	137
Allen-Kingston	107
Allis-Chalmers	118
Alpena	118
American	3-9-24-89-92-118-152
American Mors	129
American Truck	9-149
American Voiturette	137
Amplex	64-149-152
Anchor	4
Anhut	9-118
Ardsley	6
Argo	118
Atlantic	118
Atlas	11-64-118-149
Autocar	7
Autocrat Defender	152
Babcock	14-118
Badger	118-130
Barnes	10-118
Benham	118
Bergdoll	18-64-89-148-149-152
Berkshire	17-19-118
Berliet	2
Bessemer	44
Black Crow	20-42
Blomstrom	118
Borland	118
Briggs-Detroiter	118
Brintell	118
Browniekar	74
Broc (Electric)	118
Brodesser	118
Brush	48-118-137-153
Buffalo (Electric)	118
California	25-118
Cameron	26
Carhartt	9-118
Car Nation	9-27-83-118
Cartercar	118-152-153
Carthage	118
Cavac	118
Century	118
Chadwick	30
Chief	34
Cino	69
Cinco	118
Clark	3-35-36-97-118
Clark-Carter	44-45-46-56-118
Cleveland	55-61-146-149
Coates Goshen	37-104
Colby	133
Colburn	38-57-118
Colley	118
Columbia	40-137-149
Columbus (Electric)	106
Connersville	118
Continental	118-149
Corbin	41-149
Corbitt	118
Correja	64-149
Courier	118-137-153
Courier-Clermont	137
Crescent	109-118
Craig Toledo	39-118
Cricket	118
Crow	20-42-118
Croxton	9-118
Croxton-Keeton	83-149
Cutting	70-118
Dart	9-118
Dayton	118
Dearborn-Detroit	77
Deal	9
Deere-Clarke	89
De Luxe	118
De Mot	118
Deschaum	118
De Tamble	3-50-118-153
Detroit-Chatum	118
Dragon	114
Duer	33
Durocar	118
Eclipse	141
Economy	154
Edwards	53-118-147
Elk	118
Elmore	9-118-137-149
E. M. F. 30	138-148-149-152-153
Everett	137-148-149
Everitt	118-137
Ewing	58-64-118-149
F. A. L.	9-83-118
Fawick	145
Findlay	58
Firestone Columbus	106-118-154
Flanders	118-137-138-148-149-153
Fuller	80
Gaeth	60
Garford	55-61-118-149
G. J. G.	118-149
Grabowski	64-118-149
Gramm	61-118
Gramm-Logan	61
Gleason	16
Great Smith	16-134
Great Western	66-152
Green Dragon	154
Grout	118-123
Hart-Kraft	113-119
Havers	63
Henderson	3-9-23-73-118-152
Henry	64-105-118-133
Herreshoff	3-64-89-118
Hewitt	79-149
Holladay	152
Holsman	97
Houpt	107
Imperial	78
Indiana	118
Jenkins	118
Jewell	43
Johnson	82
Keeton	9-27-84-118
Kelly Springfield	118
Kelsey	11-86
Kermath	118
Kline	118-148-149
Knox	1-149-152
Komet	85
Krall	118
Krit	9-87-118-148-150-152-153
Lansden	88
Lewis	3
Lexon	118
Lion	3-9-83-89-91-118
Little Four	32
Little Six	118
Logan	61-68
Lozier (Old)	114-118-149
L. P. C.	3-9
McIntire	118
Marathon	93-118-149
Marion	3-9-83-92-94-118-139-149-151
Marron	118
Marquette	118-149
Marvel	118
Mason	56-95-118
Mather	118
Matheson	96-149
Maxwell Briscoe	137-149
Maxwell (Old)	8-118-137-149
Maytag	95-118
Merchant	118
Meteor	98-118
Michigan	9-46-64-83-101-114-118
Middleby	65-90-118
Midland	9-83-89-102-118-152
Mier	103
Miller	118
Milwaukee	70
Monarch	118
Mora	64-114-149
Moyer	118
Nance	64
Northern	9-118
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1 Alco Service Co., Phila., Pa.
2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
6 Ardsley Motor Car Co., Yonkers, N. Y.
7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Chicago.
9 Auto Parts Co., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E: 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City, Mo.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
17 Berkshire Motor Co., Pittsfield, Mass.
20 Black Mfg. Co., Chicago, Ill.
21 Boulevard Motor Co., Cambridge, Mass.
22 Brown-Lipe Gear Co., Syracuse.
23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
25 California Auto Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
31 Chester Engineering Co., Chester, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.

34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Corbin Motor Vehicle Co., New Britain, Conn.
42 Crow Motor Car Co., Elkhart, Ind.
43 Croxton Motor Car Co., Washington, Pa.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Waterloo, Iowa.
46 Dauch Mfg. Co., Sandusky, O.
47 Davidson's Repair Shop, N. Y. City.
48 Dayton Auto Parts Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
51 Drenco Mch. Co., N. Y. City.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
53 Edwards Motor Car Co., L. I. City, N. Y.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
57 Erickson & Stalnaker, Denver.
58 Ewing, L. E., Cleveland, O.
59 Filer & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
61 Garford Motor Truck Co., Lima, O.
62 General Auto Repair Co., Cincinnati, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorey & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Peru, Ind.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
75 Holmes Garage, Danville, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City, Mo.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N.Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkes-barre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
108 New Jersey Mchy. Co., Newark, N. J.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pioneer Car Mfg. Co., Oklahoma City, Okla.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
119 Quincy Engine Co., Chambersburg, Pa.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
125 Ricketts Auto Works, Detroit.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
131 Sibley Motor Car Co., Detroit.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka, Kas.
135 Sommer Motor Co., Detroit, Mich.
136 Southern Auto & Equipment Co., Atlanta, Ga.
137 Standard Motor Parts Co., New-castle, Ind.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich Ave., Chicago.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha, Wis.
146 Western Motor Car Co., Cleveland.
147 Willys-Overland, Inc., Toledo, O.
148 Auto Parts Co., St. Louis, Mo.
149 Pacific Motor Car Exchange Co., 221 W. 53d St., N. Y. City.
150 Motor Corporation, 1309 Race St., Phila.
151 Automobile Mechanics Corp., 221 W. 53d St., N. Y. City.
152 Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
153 Southern Welding Co., Waco, Texas.
154 Auto Salvage Co., Inc., Kansas City, Mo.

Everything Points to Big Business

"There is every indication of a record-breaking spring and summer in the automobile industry if the preparations in business activity are as seen in the heavy purchases of equipment and supplies by prominent automobile companies are any criterion," says W. A. Woods, vice-president of the Van Cortlandt Vehicle Corporation, metropolitan distributors for Peerless eight-cylinder cars and trucks. "Bank clearings and railroad earnings reflect the state of trade, and there seems to be little probability of a let-up in the advancing tide of the country's prosperity for 1917. All the big industrial plants are running to capacity—the iron, steel, shoe and textile industries—and the only problem is to meet transportation. This condition is reflected and seen in the extensive investments now being made in motor trucks by big concerns all over the country."

R. T. Gray has joined the Shuman Advertising Co., of New York City, He was formerly advertising manager of the Haynes Automobile Co.

E. H. Steckels, President of the Holt, Welles Co., sole distributors for the Branford carburetor has sold his interests and resigned to enter into business for himself as manufacturers' agent in the United States Rubber Building. Mr. Steckels is one of the oldest and best informed carburetor experts in the industry and was in the early days assistant manager of the New York Winter Branch and the Aerocar Company under Percy Owen and also general manager of the Carlson Motor Truck Co., one of the first manufacturers of commercial vehicles.

The All-Season Body Co., of Marshall, Mich., incorporated for $500,000, will take over plants of Page Brothers Buggy Co., Marshall, Mich., to manufacture bodies. Officers are: President, W. L. Page; vice-president, J. A. McAvoy; secretary, E. E. Page; treasurer, W. J. Dibble. The Briscoe Motor Corp. has signed contract for 5000 bodies with the new company.

Specifications for Motor Trucks 1917

ABBREVIATIONS AND EXPLANATIONS:—PRICE—C., Including Body. **FRAMES MATERIAL—R-C.**, Rolled Steel Channel Section; **R-I.**, Rolled Steel I Section; **Pr-S.**, Pressed Steel. **FRAMES CONSTRUCTION—S-F.**, Semi-Flexible; **Flex.**, Flexible; **R.**, Rigid. **TIRES—P.**, Pneumatic; **S.**, Solid; **St.**, Steel. **WHEELS—W.**, Wood; **C.**, Cast; **Ov.**, Oval Spokes; **Sq.**, Square Spokes; **Hol.**, Hollow Spokes; **Cr.**, Cruciform Spokes; **X.**, Cross-Shaped Solid Spokes; **D.**, Disk. **MAKE OF REAR AXLE—Salis.**, Salisbury; **Torb.**, Torbenson; **K-H.**, Keystone-Hindley; **TYPE OF REAR AXLES—F.**, Full Floating; **S-F.**, Semi-Floating; **D.**, Dead. **BEARINGS—P.**, Plain; **R.**, Roller; **B.**, Ball. **MAKE OF ENGINE—Wauk**, Waukegan; **Cont.**, Continental; **Lycm.**, Lycoming; **Herc.**, Hercules; **G-S-B.**, Golden, Belknop & Swartz. **CYLINDERS CAST—B.**, Block; **1**, Single; **2**, Pairs. **LOCATIONS OF VALVES—R.**, Right; **L.**, Left; **O.**, Opposite; **H.**, Head. **COOLING SYSTEM—G.**, Gear; **P.**, Pump; **T.**, Thermos-Syphon. **RADIATOR—Fin.**, Finned Tubes; **Sq. T.**, Square Tubular; **Z-Z-T.**, Zig-Zag Tubular; **Cell.**, Cellular; **Hel.**, Helical; **Ring.**, Tubes arranged in ring about Blower Fan. **IGNITION AND STARTING AND LIGHTING SYSTEM TYPE AND SPARK ADVANCE—D.**, Dual; **H.**, Hand Advance; **S.**, Single; **A.**, Automatic; **F.**, Fixed; **Eism.**, Eisemann; **Split.**, Splitdorf; **Conn.**, Connecticut; **West.**, Westinghouse; **G-D.**, Gray & Davis; **Br'l'ng.**, Berling; **At-K.**, Atwater-Kent; **Al-Ch.**, Allis Chalmers; **U. S. L.**, United States Lt. & Htg. Co.; **N-East**, North-East; **Split-App.**, Splitdorf Apple; **Huff-S.**, Huff-Simms; **Dono.**, Donohuse. **MAKE OF GOVERNOR—Wauk.**, Waukesha; **Rugg.**, Ruggles; **Mon.**, Monarch; **Dup.**, Duplex; **H-Sp.**, Serschel-Hpillman; **Mil.**, Milwaukee; **Simp.**, Simplex. **CARBURETTER—MAKE AND FEED—Sch.**, Schebler; **Ray.**, Rayfield; **Stmbg.**, Stromberg; **Shak.**, Shakespeare; **Flech.**, Fletcher; **Zen.**, Zenith; **Johns.**, Johnson; **G.**, Gravity; **V.**, Vacuum; **P.**, Pressure. **CLUTCH TYPE—D-D.**, Dry-Disc; **O-D.**, Oil Disc; **P.**, Plate; **C.**, Cone. **GEARSET TYPE AND LOCATION—Sel.**, Selective Sliding Gear; **Prog.**, Progressive Sliding Gear; **Ind-C.**, Individual Clutch; **Plan.**, Planatory; **Fric.**, Friction; **Elec.**, Electric. **GEARSET LOCATION—Amid.**, Amidship; **U-M.**, Unit with Motor; **U-J.**, Unit with Jack-shaft; **U-X.**, Unit with Axle. **FINAL DRIVE—Int-G.**, Internal Gear; **Chn.**, Chain; **Sp-B.**, Spiral Bevel Gear; **B.**, Bevel Gear; **S.**, Spur Gear; **Ex.**, External Gear; **T.**, to Front Wheel; **4.** on all Four Wheels; **W.**, Worm.

Upon application we will be glad to forward the address of any of these manufacturers to any dealer.

NAME AND MODEL			RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM						TRANSMISSION						
				FRAME		TIRES																														
	Pounds Capacity	Chassis Price	Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H-P.	Cylinders How Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost	Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	Clutch Type	Gearset Type	Location of Gearset	Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
A & B 3T	6,000	$4,500	144	r-c	s-f	s	48x3½d	48x3½d	w-ov						3		4	511/64x4¾	42.76	2-r	G	fin	Bosch D-H				Scheb		g		elec	amid		28.00-1	int-g-f	
A & B 5T	10,000	4,750	144	r-c	s-f	s	48x3½d	48x5d	w-ov						3		4	511/64x4¾	42.76	2-r	G	fin	Bosch D-H				Scheb		g		elec	amid		28.00-1	int-g-f	
Acason 2	4,000		150	pr-s	s-f	s	34x4	36x3½d	w-ov						3		4	4¼x5¾	29.00	2-l	P	fin	Eism S-H			Wauk	Scheb		v	d-d	sel	u-m			worm	
Acason	7,000		168	pr-s	s-f	s	36x5	38x5d	w-ov						3		4	4¼x5¾	29.00	2-l	P	fin	Eism S-H			Wauk	Scheb		v	d-d	sel	u-m			worm	
Acme B	2,000	1,500	128	pr-s	s-f	p	34x3	34x4	w-sq						3		4	3½x5	19.61	b-l	T	fin	Eism S-H			Pierce	Ray		v	d-d	sel	u-m		7.75-1	worm	
Acme A	4,000	2,100	148	pr-s	s-f	s	36x4	36x6	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F		opt	Pierce	Ray		v	d-d	sel	u-m		8.50-1	worm	
Acme C	7,000		168	r-c	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F		opt	Pierce	Ray		v	d-p	sel	amid		10.25-1	worm	
Armleder HW	4,000	2,800	166	pr-s	s-f	s	36x4	36x7	w-sq	Timken	w				3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		60.00	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.50-1	worm	3x¾
Armleder KW	7,000	3,500	156	r-I	s-f	s	36x5	36x5d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt.	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.75-1	worm	
Atlas 17	1,500	750	106	pr-s		p	31x4	31x4	w-ov		f-f		B	r	2		4	3¼x5	16.92	b-r	T	fin	Dixie S-H				Carter		g	o-d	sel	u-m		4.75-1	sp-b	
Atterbury 6B	2,000	1,875	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken					3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F			Pierce	Zenith		g	d-d	sel	u-m		7.75-1	worm	
Atterbury 6R	3,000	2,075	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken					3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F			Pierce	Zenith		g	d-d	sel	u-m		8.50-1	worm	
Atterbury 7C	4,000	2,575	153½	pr-s	flex	s	36x4	36x4d	w-sq	Timken					3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F			Pierce	Zenith		g	d-d	sel	u-m		8.50-1	worm	
Atterbury 7D	7,000	3,375	167½	pr-s	flex	s	36x5	40x5d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch D-H			Pierce	Zenith		g	d-d	sel	u-m		10.33-1	worm	
Autocar 21F	4,000	1,650	97	r-c		s	34x4	34x5	w-ov	own	f-f				2	own	2	4¾x4½	18.10	1-t	P	cell	Bosch S-F				Stmbg	1¼		d-p	prog	amid		7.14-1	B-S	2½
Available 1	2,000	1,700	132	r-c	s-f	s	36x3½	36x4	w-ov						3		4	3¾x5	22.50	b-r	T	cell	Bosch S-F				Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Available 2	4,000	2,250	156	r-c	s-f	s	36x4	36x7	w-ov						3		4	4⅛x5¼	27.20	b-l	P	cell	Bosch S-F				Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Available 3½	7,000	3,300	168	r-c	s-f	s	36x5	40x5d	w-ov						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-F			Pierce			g	d-d	sel	u-m		10.33-1	worm	
Available 5	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-ov						3		4	4½x5½	32.40	2-r	P	cell	Bosch S-F			Pierce	Stmbg		g	d-d	sel	u-m		11.75-1	worm	
Avery C	2,000	1,690	128			s	34x3½	34x5									4	4⅛x5¼	27.20	b-l	P	fin	HeinzeD-H				Ray			d-d	sel	u-m		7.75-1	chn	
Avery B	4,000	2,700	128			s	36x4	36x3½d									4	4¾x5	36.15	1-l	P	fin	Eism D-A				Ray			d-d	sel	u-j		3.50-1	chn	
Avery B	6,000	3,200	128			s	38x5	38x4d									4	4¾x5	36.15	1-l	P	cell	Eism D-A				Ray			d-p	sel	u-j		3.50-1	chn	
Avery A	6,000	2,500-c	140			w	38x5	38x4d									4	4¾x5	36.15	1-l	P	fin	Eism D-A				Ray			d-d	sel	u-j		3.50-1	chn	
Avery B	10,000	4,500	128			s	38x6	38x5d									4	5¼x5¾	44.20	2-o	P	cell	Eism D-A				Scheb			o-d	sel	u-j		12.50-1	chn	
Beech Creek 3A	6,000	3,850	132	r-c	flex	s	36x6	36x6	w-sq	own	f-f				3	Wauk	4	4¼x5¾	29.00	2-l	P	cell	Eism S-H			Wauk	King	1¼	v	d-p	sel	amid		8.03-1	b-4	
Bessemer G	2,000	975	124	pr-s	s-f	s	35x3	35x3½	w-sq						3		4	3½x5	19.61	b-r	T	cell	Bosch S-H			none	Scheb		g	d-d	sel	u-m		7.00-1	int-g	
Bessemer D	4,000	2,200	146	pr-s	s-f	s	37x4	37x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	cell	Bosch S-H			Pierce	Ray		g	c	sel	amid		7.75-1	worm	
Bessemer E	7,000	3,100	150	pr-s	s-f	s	37x5	37x5d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Ray		g	c	sel	amid		10.33-1	worm	
Bessemer H	10,000	3,600	150	pr-s	s-f	s	37x6	37x6d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce			g	c	sel	amid		13.00-1	worm	
Bethlehem A1	2,500	1,125	126				33x4	34x4		Russell	s	r-b	r-b	r-b	3	own	4	3¼x4½	22.50	b-l	T		Bosch				Scheb		g	d-d		u-m		7.40	int	
Bethlehem B1	4,500	1,665	144				34x4	34x6		Russell	s	r-b	r-b	r-b	3	own	4	4 x4½	27.00	2-l	T		Bosch				Scheb		g	d d		u-m		8 30	int	
Blair C	4,000	2,850	121	pr-s	flex	s	34x4	34x3½d	w-sq	K-H	f	b	r		3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1¼	g	c	ind-c	amid		7.67-1	worm	¼x3¾
Blair D	6,000	3,250	121	pr-s	flex	s	36x4	36x4d	w-sq	K-H	f	b	r		3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1¼	g	c	ind-c	amid		8.67-1	worm	¼x3¾
Blair E	8,000	3,750	144	pr-s	flex	s	36x5	36x5d	w-sq	K-H	f	b	r		3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	¼x3¾
Blair F	10,000	4,250	144	pr-s	flex	s	36x6	36x6d	w-sq	K-H	f	b	r		3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	¼x3¾
Bourne VM	4,000	3,150	143	r-c	flex	s	36x4	36x4d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4x5½		b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g					7.75-1	worm	
Bourne XM	7,000	3,850	163	r-c	flex	s	36x5	36x5d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4¾x5½		b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g					8.50-1	worm	
Brinton H	1,500	950	115		s-f	p	33x4	33x4	w-ov						5		4	3¼x5	16.92	b-l	G	cell	S-F						g	d-d	sel	u-m			worm	
Brinton F	5,000	2,250	138		s-f	s	36x4	36x6	w-ov						5		4	4⅛x5	27.20	b-l	G	cell	S-F		stock				g	d-d	sel	u-m			worm	
Briscoe 4-24	1,000	625	104	pr-s	r	p	30x3½	30x3½	w-ov						2		4	3¼x5½	16.92	b-r	T	z-z-t	Split S-H	Split	stock				g	c	sel	u-x		4.23-1	b	
Brockway O	2,000	1,650	124	pr-s	flex	s	34x3½	34x4	w-sq	Sheldon	s-f	b	r	b	3	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	d-d	sel	u-m		7.90-1	worm	
Brockway J-2	3,000	1,925	124	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	r	r	b	3	Cont	4	3¾x5	22.50	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	c	sel	amid		8.66-1	worm	
Brockway K-3	4,000	2,350	148	pr-s	flex	s	36x4	36x7	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1½	g	c	sel	amid		8.66-1	worm	
Brockway R	7,000	3,200	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H	Bosch	200.00	Mon	Scheb	1½	g	d-d	sel	amid		10.33-1	worm	
Burford O-3	4,000	2,250	144	pr-s	r	s	36x3½	36x3½d	w-sq						3		4	3¾x5½	22.50	b-r	P	fin	Eism S-F		stock	none	Zenith		g	c	sel	u-m		8.50-1	int-g	
Burford D-3	7,000	3,600	175	pr-s	r	s	38x5	38x5d	w-sq						3		4	4½x6¾	32.40	b-l	P	fin	Eism S-F		stock	Wauk	Zenith		v	d-d	sel	amid		13.10-1	worm	
Champion			106	pr-s		p	31x4	31x4	w		s-f				.		4	3¼x4½	15 63	b-l	T				stock					d	sel		3		b	10x1½
Chase A	2,000	1,650	138	pr-s		s	36x3½	36x5	w-ov						3		4	3½x5¼	19.61	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase C	3,000	1,950	149½	pr-s		s	36x3½	36x3½d	w-ov						2		4	3½x5¼	19.61	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase B	5,000	2,475	160	pr-s		s	36x4	36x4d	w						3		4	4⅛x5½	27.20	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase X	6,000	2,800	160	pr-s		s	36x4	36x5d	w						4		4	4⅛x5½	27.20	b	P	fin	Bosch S-F			Mon	Stmbg		g	o-d	sel	u-m			worm	
Chase O	7,000	3,300	175	pr-s		s	36x5	36x5d	w-ov						3		4	4¼x6	29.00	b	P	fin	Bosch S-F			Mon	Stmbg		g	o-d	sel	u-m			worm	
Collier M	1,500	900	123	r-c	s-f	p	32x4	32x4	w-ov	Salis		b	b	r	3	Lycm	4	3¼x5	16.92	b-r	T	z-z-t	Conn S-H	Dyneto	stock	none	Zenith	⅞	g	d-p	sel	u-m		6.00-1	b	14x2
Columbia E	4,000	1,850	144	r-c	flex	s	36x4	36x6	w-sq	Russell					3	Buda	4	4⅛x5½	27.20	b-r	P	z-z-t	Eism S-H			Mon	Shak	1¼	g	c	sel	amid		9.45-1	int-g	
Commerce N	1,500	975	120	pr-s	flex	p	34x4	34x4	w-sq	Salis		b	b	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Eism S-F	Remy	100.00	none	Zenith	1	g	c	sel	u-m		6.00-1	b	2x44

Continental (C)....FL	2,000	1,550	144			s	34x4	36x4							3		4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F				Stmbg			d-d	sel	u-m		7.75-1	worm	
Continental (C)....HL	3,000	1,750	144			s	34x3½	36x5							3		4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F				Stmbg			d-d	sel	u-m		9.25-1	worm	
Continental (C).....J	4,000	2,100	146			s	36x4	36x4d							3		4	4⅛x5¼	27.20	2-l	P	cell	Bosch S-F				Stmbg			d-d	cel	u-m		9.25-1	worm	
Continental (C)....M	7,000	3,000	168			s	36x5	36x5d							3		4	4½x5½	32.40	2-l	P	cell	Bosch S-F				Stmbg			d-d	sel	u-m		10.50-1	worm	
Corbitt.............E	2,000	1,450	130	r-c	f	s	36x3½	36x4	w-sq	Sheldon					3		4	3¾x5	22.50	b	T	cell								d-d	sel	u-m	3	7.50-1		16x2¼
Corbitt.............D	3,000	2,150	138	pr-s	r	s	36x3½	36x5	w-sq	Sheldon	w	r	b		3	Cont	4	3¾x5¼	22.50	b-r	P	fin	Eism S-H	Dono		Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt.............C	4,000	2,400	148	pr-s	r	s	36x3½	36x3½d	w-sq	Sheldon	w	r	b		3	Cont	4	4 x5¼	27.20	b-r	P	fin	Eism S-H	Dono		Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt.............B	5,000	2,650	148	pr-s	r	s	36x4	36x4d	w-sq	Sheldon	w	r	b		3	Cont	4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H	Dono		Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt.............A	7,000	3,250	168	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	w	r	b			Cont.	4	4½x5½	32.40	p-r	P	fin	Eism S-H	Dono		Pierce	Stmbg	1¼	g	w-d	ind-c	amid		11.66-1	worm	20x2½
Corbitt............AA	10,000	3,850	168	r-c	r	s	36x6	36x6	w-sq	Sheldon	w	r	b		3	Cont	4	4-4½x5½	32.40	p-2	P	fin	Eism H			Pierce	Stmbg	1¼	g	o-d		amid	3	13.5-1	worm	20x2½
Corliss.............A	1,000	800-e	103	pr-s	r	p	31x4	31x4	w-ov	Gemco	s-f				2	LeRoi	4	3⅛x4½	15.64	b-l	T	fin	Dixie S-H	Al-Ch	75.00		Scheb		g	d-d	sel	u-m		4.50-1	b	
Couple Gear......HC	7,000	5,400	144	r-c	s-f	s	36x4d	36x4d	pr-s-d	own		r	r	r	5	Wise	4	5¾x6	53.00	1-o	G	cell	Eism D		150.00	Her-Sp	Stmbg	1¾	g		elec			25.00-1	b-4	17x2
Couple Gear.......AC	10,000	5,900	144	r-c	s-f	s	36x5d	36x5d	pr-s-d	own		r	r	r	5	Wise	4	5¾x6	53.00	1-o	G	cell	Eism D		150.00	Her-Sp	Stmbg	1¾	g		elec	amid		25.00-1	b-4	17x2
Croce.............17	1,000	825	108	pr-s		p & s	32x4	32x4	w-sq						2		4	3¼x5	16.92	b-l	P	sq-t	Bosch S-F			none	Zenith		g	d-d	sel	u-m		5.00-1	b	
Crowther-Duryea.....	1,200	600-e	110	pr-s	s-f	p	32x3½	32x3½	w-ov						4		4	3¾x4¼	22.50	1-h	T	cell	Dixie D-H	Split	stock	none	Scheb		g		roll	u-x			roll	
Cunningham.......V	2,000	3,000	141				37x5	37x5				f-f					8	3¾x5			P		West				Stmbg			d	sel				b	
Dart.............B-B	1,500	1,200	124	pr-s	flex	s	34x3	34x3½	w-sq						3		4	3½x5⅛	19.61	b-r	T	cell	Eism S-F			none			v	d-d	sel	u-m		7.75-1	worm	
Dart...............E	3,000	1,800	130	pr-s	flex	s	34x3½	34x5	w-sq						3		4	3¾x5⅛	22.50	b-r	T	cell	Eism S-F			none	Stmbg		v	d-d	sel	u-m		7.00-1	worm	
Dart.............C-C	5,000	2,470	150	pr-s	flex	s	36x4	36x4d	w-sq						3		4	4⅛x5½	27.20	b-r	P	cell	Eism S-F			Dup	Stmbg		v	d-d	sel	u-m		9.25-1	worm	
Dayton.............H	4,000	2,650	118½	r-c	s-f	s	36x4	36x3½d	w-ov						3		4	4¼x5	28.9	2-r	P	t	Bosch D-H				Stmbg		v	o-d	sel	amid			chn	
Dayton.............D	7,500	3,400	168	r-c	s-f	s	36x5	36x5d	w-ov						3		4	4¼x6	28.9	b-r	P	hel	Bosch D-H				Stmbg		v	d-p	sel	u-m			worm	
Dayton.............K	7,500	3,400	136	r-c	s-f	s	36x5	36x5d	w-ov						3		4	4¾x5½	36.1	2-r	P	t	Bosch D-H				Stmbg		v	o-d	sel	amid			chn	
Dayton.............M	10,000	4,500	148	r-c	s-f	s	36x6	42x5d	w-ov						3		4	5¼x7	44.20	2-r	P	t	Bosch D-H				Stmbg		v	o-d	sel	amid			chn	
Dayton.............E	15,000	4,950	148	r-c	s-f	s	36x7	42x6d	w-ov						3		4	5¼x7	44.20	2-r	P	t	Bosch D-H				Stmbg		v	o-d	sel	amid			chn	
D-E.................J	1,500	975	108	pr-s	s-f	p	33x4	33x4	w-ov	Sheldon	f	b	r	r	2	Leroi	4	3⅛x4½	15.60	b-r	T	fin	Dixie S-H	Al-Ch	85.00		Scheb	1	g	d-d	sel	u-m	3	6.2	worm	1¾x14
D-E.................A	2,000	1,375	128	pr-s	s-f	s	34x3	34x4	w-sq		f	b	r	r	3	Cont	4	3⅛x5	19.61	b-r	T	fin	Dixie S-H				Zenith	1	g	p	sel	u-m	3	7½	worm	2x16
D-E.................B	3,000	1,600	144	pr-s	s-f	s	34x3½	34x5	w-sq		f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	fin	Dixie S-H				Zenith	1¼	g	p	sel	u-m	3	8¼	worm	2x16
D-E.................C	5,000	2,100	144	pr-s	s-f	s	36x4	36x7	w-sq		f	b	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H				Zenith	1¼	g	p	sel	u-m	3	8½	worm	2x18
DeKalb...........E2	4,000	2,100	134	pr-s	flex	s	34x4	36x5	w-sq	Timken	w		r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H			Pierce	Master	1¼	g	c	sel	u-m		7.75-1	worm	3
DeKalb.........E2½	5,000	2,450	136	pr-s	flex	s	36x4	36x6	w-sq	Timken	w		r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H			Pierce	Master	1¼	g	c	sel	u-m		8.25-1	worm	3
Denby..............R	2,000	990	119	r-c	s-f	p	34x4½	34x4½	w-sq						2		4	3⅛x4½	15.64	b-r	T	cell	Dixie S-F	Al-Ch	85.00	Mil	Zenith		g	d-d	sel	u-m		8.20-1	int-g	
Denby..............G	3,000	1,575	120	pr-s	s-f	s	35x3½	35x5	w-sq						3		4	3½x5	19.61	b-r	T	cell	Eism S-F	G & D	135.00	Pierce	Stmbg		g	d-d	sel	u-m		8.80-1	int-g	
Denby..............H	4,000	1,790	144	pr-s	s-f	s	36x3½	36x3½d	w-sq						3		4	3¾x5	22.50	b-r	T	cell	Eism S-F	G & D	135.00	Pierce	Stmbg		g	d-d	sel	u-m		9.45-1	int-g	
Denby..............K	5,000	2,090	144	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	3¾x5	22.50	b-r	T	cell	Eism S-F	G & D	135.00	Pierce	Stmbg		g	d-d	sel	u-m		9.45-1	int-g	
Denmo............10	2,500	1,385	124	pr-s	r	p & s	34x4½	34x4	w-sq	Torb		b	r	r	3	Wise	4	3¾x5	22.50	b	T	cell	Dixie	Sp-App	stock	Pierce	Stewart	1	g	d-p	sel	u-m			int-g	2½x15
Diamond-T........J5	2,000	1,550	132	pr-s		s	36x3	36x4	w-ov	Timken	w	r	r	r		Cont	4	3½x5	19.61	b-r	T	z-z-t	Bosch S-F				Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	
Diamond-T........J4	3,000	2,000	154	pr-s		s	36x3½	36x5	w-ov	Timken	w	r	r	r		Cont	4	3¾x5	22.50	b-r	P	z-z-t	Bosch S-F				Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	
Diamond-T........J3	4,000	2,325	154	pr-s		s	36x4	36x6	w-ov	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	z-z-t	Bosch S-F			Pierce	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	
Diamond-T.........L	7,000	3,475	170	pr-s		s	36x5	38x5d	w-ov	Timken	w	r	r	r		Cont	4	4½x5½	32.40	2-o	P	z-z-t	Bosch S-H			Mon	Ray	1¼	g	d-d	sel	u-m		8.75-1	worm	
Diamond-T.........R	10,000	4,300	170	pr-s		s	36x6	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-o	P	z-z-t	Bosch S-H			Mon	Ray	1¼	g	d-d	sel	amid		13.66-1	worm	
Dispatch...........G	1,200	1,100	120	w	flex	p	34x4	34x4	w-ov	own	b	b	b	b	3		4	3¾x5	22.50	b-l	T	cell	Bosch S-H	U.S.L	stock		Ray	1¼	v	c-u	c-u	amid		6.00-1	chn	
Doane..............	5,000	3,000-e	150	r-c	flex	s	36x4	36x7	w-sq						3		4	4¼x5¾	29.00	2-r	P	fin	Bosch S-A			Wauk	Holley		g	d-d	sel	u-m		8.00-1	chn	
Doane..............	12,000	4,500-e	178	r-I	flex	s	36x6	38x6d	w-sq						3		4	4¾x6¾	36.15	2-l	P	fin	Bosch S-A			Wauk	Holley		g	d-d	sel	u-m		10.50-1	chn	
Dorris.........I-B-W	4,000	2,185	144	pr-s	s-f	p	36x4	36x4d	w-sq	Timken	r	r	r	r	3	own	4	4⅜x5	30.65	2-h	P	z-z-t	Bosch S-H			Pierce	Stmbg	1¼	g	d-d	sel	u-m		7.75-1	worm	3¼x18
Duplex.............D	6,000		130	pr-s	flex	s	36x6	36x6	w-sq	own		r	r	r	3	Buda	4	4½x5	32.40	b-r	P	fin	Eism S-H	West	150.00	Dup	Scheb	1¼	v	d-d	sel	u-m		12.00-1	int-g-4	2½x18
Ellsworth........25-A	1,000	695-e	108	pr-s	flex	p	30x3½	30x3½	w-ov	Gemco	f-f	r	b	r	2	Lyem	4	3¼x5	16.92	b-r	T	sq-t	stor. S-H	Dyneto	stock		Carter	1	g	c	sel	u-m		4.46-1	b	1⅛
Empire..............	500	325	100				28x3	28x3			s-f						4	2⅝x3¼			T		At-K				Scheb			c	sel				b	16x3¼
Fargo..............	4,000	1,490	136	r-c	s-f	s	36x4	36x6	w-sq	Russel	d	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	cell	Brlng S-H	West	125.00	Mon	Zenith	1	g	d-d	sel	u-m	3	9.45-1	int-g	¼x3
Federal.............S	2,000	1,650	132	pr-s	s-f	s	34x3	34x4	w-ov	Timken	f-f				3		4	3½x5⅛	19.61	b-r	P	fin	Eism S-F		opt	Simp	Zenith		g	d-p	sel	amid		6.00-1	worm	18x3½
Federal..........J-M	3,000	2,100	144	pr-s	s-f	s	36x3½	36x5	w-sq	Timken	f-f				3		4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	245.00	own	Stmbg		g	c	sel	amid		8.50-1	worm	18x3½
Federal..........O-P	4,000	2,300	144	pr-s	s-f	s	36x4	36x7	w-sq	Timken	f-f				3		4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	150.00	own	Stmbg		g	c	sel	amid		8.50-1	worm	
Federal.............L	7,000	3,000	156	r-c	s-f	s	36x5	36x5d	w-sq	Timken	f-f				5		4	4¼x5½	32.40	2-l	P	fin	Eism S-F	West	150.00	own	Stmbg		g	d-d	sel	amid		10.33-1	worm	21x3½
Federal............W	10,000	4,000	156	r-c	s-f	s	36x6	40x6d	c-hol	Timken	f-f				3	Cont	4	4¼x5½	29.00	b-r	P	fin	Eism S-F		opt	Simp	Zenith		g	d-p	sel	amid		11.60-1	worm	24x4
Forschler............	2,000	1,650	120	r-c	flex	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r		Cont	4	3½x5	19.61	b-r	P	sq-t	Bosch S-F			Mon	Zenith	1	g	d-d	sel	u-m	3	7.75-1	worm	2½
Forschler..........BO	4,000	2,250	138	r-c	flex	s	34x3	34x3½	w-sq	Sheldon	s-f	b	r	r		Cont	4	4⅛x5¼	27.00	b-l	P	sq-t	Bosch S-F			Pierce	Zenith	1¼	g	d-d	sel	u-m	3	7.75-1	worm	2½
Forschler........AXO	3,000	2,000	120	r-c	flex	s	34x3	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3½x5	19.60		P		Bosch S-P				Zenith	1	g	d-d	sel	u-m	3		worm	2
Forschler........BXO	5,000	2,500	138	r-c	flex	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.00		P		Bosch S-F				Zenith	1¼	g	d-d	sel	u-m	3		worm	2½
Fulton..............	3,000	1,000	134	pr-s		s	34x3½	34x2½d	w-sq	own		b	r		3	own	4	3¾x4¼	22.50	2-l	T	fin	Eism S-F				Sund	1	g	o-p	sel	u-m			int-g	¼x2¼
F. W. D.............B	6,000	4,000	124	pr-s		s	36x6	36x6	w-ov	own	f-f	r	r	r	3	Wise	4	4¾x5½	36.15	2-o	P	sq-t	Eism S-H	N-East	300.00	Pierce	Stmbg	1¼	g	o-d	ind-c	amid		8.90-1	b-4	2¼
Gabriel.............B	1,500	800	118	pr-s	flex	p	33x4	33x4	w-ov	Timken	f-f	r	r	r	3	Buda	4	3½x5		b-l	P		Bosch				Ray		g	d	sel	amid	3	6-1	B	
Gabriel.............C	2,000	1,600	126	pr-s	flex	p	35x5	35x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4⅛x5¼		b-l	P		Bosch				Ray		g	c	sel	amid	3	4.25-1	B	
Gabriel.............D	3,000	2,000	136	pr-s	flex	p	36x5	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½		b-l	P		Bosch				Ray		g	c	sel	amid	4	6-1	worm	
Gabriel.............E	4,000	2,300	144	pr-s	flex	P	36x4	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½		b-l	P		Bosch				Ray		g	c	sel	amid	4	8.50-1	worm	
Garford............75	2,000	1,450	120	pr-s	s-f	p & s	34x4½	36x3½	w-ov						3		4	3½x5⅛	19.61	b-r	T	cell	Dixie S-H	West	175.00	Mon	Ray		g	d-d	sel	u-m		7.80-1	worm	
Garford............66	3,000	1,800	142	pr-s	s-f	s	36x3½	36x5	w-ov						3		4	3¾x5½	22.50	b-r	P	cell	Dixie S-H	West	175.00	Mon	Ray		g	d-d	sel	amid		8.50-1	worm	
Garford............70	4,000	2,300	142	pr-s	s-f	s	36x4	36x4d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H	West	175.00	Mon	Ray		g	d-d	sel	amid		7.75-1	worm	
Garford..........77-B	7,000	3,400	128	pr-s	s-f	s	36x5	40x5d	w-ov	Gimken	f-f	r	r	r	3	Buda	4	4¼x6	29.00	b-r	P	cell	Bosch S-H	West	175.00	own	Ray		g	d-d	sel	amid		10.33-1	worm	
Garford............68	10,000	4,300	128	pr-s	s-f	s	36x6	40x6d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¾x5½	36.15	2-o	P	fin	Bosch S-H			own	Ray		g	d-d	sel	u-j		13.31-1	chn	
Garford............69	12,000	4,500	128	pr-s	s-f	s	36x6	40x7d	w-ov	Gimken	f-f	r	r	r	3	Buda	4	5-1/10x5½	41.61	2-o	P	fin	Bosch S-H			own	Ray		g	d-d	sel	u-j		13.31-1	chn	
G. V.-Mercedes...F.V.	12,000		192¼	pr-s	r	s	34x5	40x6d	c-d						3		4	4¼x5-9/10	29.00	2-h	P	sq-t	Bosch S-F			own	own		p	c	sel	amid		9.36-1	int-g	
Geneva..............1	1,500		96			s	34x2	36x2½		Sheldon		b	b	b	2	Beauer	2	5¼x4¼	22.10	1-h	G	fin	Simms S-F				Scheb	1¼		d-p	plan	u-j			chn	2⅛
Gersix.............G	5,000	2,650	150	r-c	r	s	36x4	36x7	w-ov	Empire			R		4	Buda	6	3¾x5½	33.75	b-l	P	cell	West S-H	West	stock	Mon	Ray	1¼	v	d-p	ind-c	u-m		8.66-1	worm	3
Globe..............	2,500	1,375	130	r-c	s-f	s	34x3½	34x4	w-sq						3		6	3¼x4½	25.39	b-l	P	fin	Dixie S-F			Pierce	Master		v	d-d	sel	u-m		7.40-1	int-g	
G. M. C............15	1,500	1,150	122	pr-s	r	p	35x5	35x5	w-ov						3		4	3½x5	19.61	b-r	P	fin	Eism S-H			Mon	Marvel		g	c	sel	amid		6.00-1	bevel	
G. M. C............21	2,000	1,800	136	pr-s	s-f	s	34x3½	34x5	w-ov						3		4	3¾x5	22.50	b-l	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	u-m		7.75-1	worm	
G. M. C............31	3,000	2,100	144	pr-s	r	s	36x3½	36x5	w-ov						3		4	3¾x5	22.50	b-r	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	u-m		9.25-1	worm	
G. M. C............41	4,000	2,550	158	pr-s	r	s	36x4	36x4d	w-ov						3		4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	u-m		9.25-1	worm	
G. M. C............71	7,000	3,500	163	r-c	r	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	amid		12.00-1	worm	
G. M. C...........101	10,000	4,100	163	r-c	r	s	36x6	40x6d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	amid		13.67-1	worm	
Gramm-Bernstein.....	2,000	1,650	124	pr-s	s-f	s	34x3½	34x4	w-sq						3		4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		6.50-1	worm	
Gramm-Bernstein.....	3,000	2,000	130	pr-s	s-f	s	34x3½	36x4	w-sq						3		4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	
Gramm-Bernstein.....	4,000	2,300	146	pr-s	s-f	s	34x4	34x3½d	w-sq						3		4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		8.60-1	worm	
Gramm-Bernstein.....	5,000	2,700	156	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	
Gramm-Bernstein.....	7,000	3,400	158	pr-s	s-f	s	36x5	40x5d	c-hol						3		4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		8.75-1	worm	
Gramm-Bernstein.....	10,000	4,300	168	pr-s	s-f	s	36x6	40x6d	c-hol						3		4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	
Gramm-Bernstein.....	12,000	4,500	168	pr-s	s-f	s	36x6	40x7d	c-hol						3		4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	
Hahn...............C	2,000	1,750	136	pr-s		s	36x3½	36x5	w-ov						3		4	4⅛x5¼	2.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Hahn...............E	4,000	2,250	144	pr-s		s	36x4	36x4d	w-ov						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Hall...............	4,000	2,000	132	r-c	s-f	s	36x4	36x4d	w-sq	Timken					3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		9.25-1	worm	
Hall...............	7,500	2,800	144	r-c	s-f	s	36x5	36x5d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		10.51-1	worm	
Hall...............	10,000	3,400	144	r-c	s-f	s	36x5	40x6d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1½	g	d-d	sel	u-m		12.00-1	chn	
Harrison...........C	7,000			r-c	r	s	37x5	37x4½d	w-ov						3		4	4½x5	32.40	2-r	P		Bosch D-H			own	Scheb		g	c	sel	u-j		9.43-1	chn	
Harrison...........F	7,000			r-c	r	s	37x5	37x5d	w-sq						3		4	4½x5	32.40	2-r	P	sq-t	Bosch D-H			own	Stmbg		g	c	sel	u-j		9.60-1	chn	
Harvey..........W-F	5,000	2,500	150	r-c	s-f	s	36x4	36x7	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		7.75-1	worm	2½
Harvey..........W-H	7,000	3,250	160	r-c	s-f	s	36x5	36x5d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x6	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½
Harvey..........W-K	10,000	4,000	160	r-c	s-f	s	36x6	40x6d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4½x6	32.40	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM		Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	TRANSMISSION						Size of Brake Banding
				Frame		Tires																														
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost					Clutch Type	Gearset Type and Location	Speeds	Total Gear Reduction in High	Final Drive	
Hawkeye H	2,500	1,300	136	r-c		s	34x3½	34x5	w-sq						3		4	3¾x5	22.50	b-h	G	fin	Eism S-H				Master		v	d-p	sel u-m			int-g	
Horner	3,000	2,350	145	pr-s	r	s	36x4	36x4	w-sq						3		4	4⅛x5¼	27.20	b	P	fin	D-H						g	d-d	sel			worm	
Horner	4,000	2,750	145	pr-s	r	s	36x4	36x3½d	w-sq						3		4	4⅛x5¼	27.20	b	P	fin	D-H						g	d-d	sel			worm	
Horner	6,000	3,350	145	r-c	r	s	36x5	40x4d	w-sq						3		4	4½x5½	32.40	2-o	P	fin	D-H						g	d-d	sel		9.40-1	worm	
Horner	10,000	4,350	156	r-c	r	s	38x6	42x6d	w-sq						3		4	5¼x5¾	44.20	2-o	P	fin	D-H						g	d-d	sel amid		13.42-1	worm	
Hurlburt	3,000	2,250	136	pr-s	r	s	34x4	34x5	w-ov	own		r	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	cell	Eism S-F	Vesta	stock	Pierce	Flech		g	d-d	sel u-m		7.75-1	worm	
Hurlburt	4,000	3,000	148	pr-s	r	s	36x4	36x4d	w-ov	own		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech		g	c	sel amid		8.67-1	worm	
Hurlburt	7,000	3,500	146	pr-s	r	s	36x5	36x5d	w-ov	own		r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech		g	c	sel amid		8.67-1	worm	
Hurlburt	10,000	4,250	156	pr-s		s	36x5	38x6d	w-ov	own		r	r	r	4	Buda	6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech		g	d-d	sel amid		10.33-1	worm	
Hurlburt	14,000	5,000	156	pr-s		s	36x6	40x7d	w-ov	own		r	r	r	4	Buda	6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech		g	d-d	sel amid		11.33-1	worm	
Independent F	2,000	1,385	128	pr-s		s	36x3	36x4	w-sq			r	r	b	3	Cont	4	3½x5	19.61	b	P	z-z-t	Eism S-F	Jesco	100.00	Mon	Marvel	1	g	d-d	sel u-m		7¾-1	worm	1¾x14
Independent G	4,000	1,850	144	pr-s		s	36x3½	36x5	w-sq			r	r	b	3	Cont	4	4⅛x5¼	27.20	b	P	z-z-t	Eism S-F			Mon	Marvel	1¼	g	d-d	sel u-m		8⅔-1	worm	2½x17
I. H. C. H	1,500	1,225	115	pr-s	s-f	s	36x3	36x3½	w-ov						3		4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel amid		7.00-1	int-g	
I. H. C. F	2,000	1,500	128	pr-s	s-f	s	36x3½	36x4	w-ov						3		4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel amid		8.00-1	int-g	
Jeffery 1016	1,500	965	116	pr-s	flex	p	35x4½	35x4½	w-ov	own	f	b	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Dixie S-H	Bijur	stock		Stmbg	1¼		d-p	sel u-m		4.50-1	sp-b	16½x3
Jeffery 2016	3,000	1,465	130	pr-s	flex	p & s	34x4½	34x5	w-sq	Celfor	d	b	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Dixie S-H	Bijur	stock	Dup	Stmbg	1¼	g	d-p	sel u-m		8.10-1	int-g	16½x3
Jeffery Quad 4016	4,000	2,850	124	pr-s	flex	s	36x5	36x5	c-d	own	d	b	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	cell	Dixie S-H	Bijur	125.00	Dup	Stmbg	1¼	g	d-p	ind-c amid		8.50-1	int-g-4	16¾x2½
Kelly-Springfield K-31	3,000	2,250	144	pr-s	s-f	s	36x3½	36x6	w-sq	own	d	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel amid			chn	
Kelly-Springfield K-32	3,000	2,250	144	pr-s	s-f	s	36x3½	36x6	w-sq	own	s-f	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel amid			worm	
Kelly-Springfield K-36	5,000	3,000	144	pr-s	s-f	s	36x4	36x4d	w-sq	own	s-f	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel amid			worm	
Kelly-Springfield K-35	5,000	3,000	144	pr-s	s-f	s	36x4	36x4d	w-sq	own	d	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel amid			chn	
Kelly-Springfield K-40	7,000	3,650	150	pr-s	s-f	s	36x5s	40x5d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel amid			chn	
Kelly-Springfield K-45	8,000	3,800	150	pr-s	s-f	s	36x5s	40x6d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel amid			chn	
Kelly-Springfield K-50	10,000	4,400	150	pr-s	s-f	s	36x6s	40x6d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel amid			chn	
Kelly-Springfield K-60	12,000	4,600	150	pr-s	s-f	s	36x6s	40x7d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel amid			chn	
King	7,000	2,600	120	r-c	flex	s	36x5	36x5d	w-sq	own	d	b			3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-D			Pierce	Scheb	1½	g	d-d	ind-c u-j		8.67-1	chn	3½x¼
Kisselkar	1,500	950	124	pr-s	r	p	32x4	32x4	w-sq	own	f-f	b			3	own	4	3⅞x5½	24.22	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	c	sel u-m		4.58-1	sp-b	2x5/32
Kisselkar	2,000	1,250	132	pr-s	r	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r	3	own	4	3⅞x5½	24.22	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel u-m		6.50-1	worm	2x3/16
Kisselkar	4,000	1,875	144	pr-s	r	s	34x3½	36x6	w-sq	Timken	f-f	b			3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel u-m		9.25-1	worm	3¼x¼
Kisselkar	5,000	2,250	166	pr-s	r	s	34x4	36x4d	w-sq	Sheldon	s-f	b	r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel u-m		8.70-1	worm	2¼x¼
Kisselkar	8,000	2,850	168	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	s-f	b	r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel amid		10.33-1	worm	2¼x¼
Kisselkar	10,000	3,350	180	pr-s	r	s	36x6	36x6d	w-sq	Sheldon	s-f		r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H			Pierce	Stmbg	1¼	v	d-p	sel amid		10.33-1	worm	2¼x¼
Kleiber AA	1,500	1,600	130	r-c	s-f	s	34x3	34x5	w-ov			r	r		3	Cont	4	3¾x5	22.50	b-r	T	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	d-p	sel u-m		6.75-1	worm	16x3¼
Kleiber A	3,000	2,250	140	r-c	s-f	s	36x3½	36x5	w-ov			r	r		3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel amid		6-50-1	worm	16x3¼
Kleiber BB	4,000	2,400	145	r-c	s-f	s	36x3½	36x6	w-sq			r	r			Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel amid		7.75-1	worm	17x3
Kleiber B	5,000	2,750	150	r-c	s-f	s	36x4	36x4d	w-sq			r	r		3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel amid		8.67-1	worm	18x2½
Kleiber C	7,000	3,500	160	r-c	s-f	s	36x5	36x5d	w-sq			r	r		3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1½	g	o-d	sel amid		8.75-1	worm	20x3
Kleiber D	10,000	4,500	170	r-c	s-f	s	36x6	40x6d	w-sq			r	r		3	Cont	4	5¼x5¾	44.20	2-o	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1½	g	o-d	sel amid		8.75-1	worm	24x3
Knickerbocker A	7,000	3,500	128	r-c	r	s	35x5	35x5d	w-sq						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H		stock	Pierce	Stmbg		g	c	sel u-m		3.50-1	chn	
Knickerbocker C	10,000	4,500	148	r-c	r	s	36x6	36x6d	w-sq						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H		stock	Pierce	Stmbg		g	c	sel u-m		3.50-1	chn	
Knox Tractor 35		4,500	108½	r-c	r	s	36x5	38x6d	c-hol	Timken	d				3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel u-j		9.60-1	chn	6½x20
Knox Tractor 36	6,000	5,000	108½	r-c	r	s	36x4	38x6d	c-hol	Timken	d				3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel u-j		12.05-1	chn	6½x20
Koehler K	2,000	895	129	r-c	r	s	34x3	34x3½	w-sq	Torb				r	3	own	4	3½x5	19.61	b-h	T	fin	Heinze S-F			opt	Zephyr	1	g	d-d	sel u-m		7.00-1	int-g	15x2¼
Krebs 40	3,000	2,050	146	pr-s		s	36x3½	36x5	w-sq						3		4	3¾x5¼	22.50	b-l	P	tube	Bosch S-H			own	Zenith		g	d-d	sel u-m		7.75-1	worm	
Krebs 60	4,000	2,375	162	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	tube	Bosch S-H			own	Zenith		g	d-d	sel amid		8.50-1	worm	
Krebs 90	7,000	3,250	180	pr-s	s-f	s	36x5	36x5d	w-sq						3		4	4½x5½	32.40	2-l	P	tube	Bosch S-H			own	Zenith		g	d-d	sel amid		10.33-1	worm	
Lambert V2	2,000	1,700	144	r-c	s-f	s	36x3½	36x4	w-sq						5		4	4¼x5¼	29.00	1-l	P	fin	Remy S-H		100.00	Pierce	Scheb		g		fric amid			chn	
Landshaft GI	2,000	1,250	124	r-c		s	34x3½	36x4	w-sq	Torb	d	b	b	r		Buda	4	3½x5⅛			T				75.00			1		p	sel			int-g	
Landshaft LI	4,000	1,650	144	r-c		s	34x4	36x6	w-sq	Torb	d	b	b	r		Buda	4	4⅛x5½			T				75.00			1¼		d	sel			int-g	
Lane A	1,500	1,075	150	r-c		s	34x4	36x6	w-sq	Timken					2	Cont	4	3¼x5	16.92	b-l	T	fin	G & D S-H	G & D	stock		Shak		g	o-d	sel u-m		6.20-1	worm	
Lange C	3,000	1,850	130	r-c	r	s	36x3½	38x4	w-ov						3		4	3¾x5¼	22.50	b-r	T	sq-t	Bosch S-H			Pierce	Stmbg		g	o-d	ind-c u-j		8.05-1	chn	
Lange B	5,000	2,450	136	r-c	r	s	36x4	38x6	w-ov						3		4	4⅛x5¼	27.20	b-r	T	sq-t	Bosch S-H			Pierce	Stmbg		g	o-d	ind-c u-j		9.21-1	chn	
Larrabee M	2,000	1,600	130	pr-s	s-f	s	34x3½	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel u-m		6.50-1	worm	2½
Larrabee N	3,000	2,000	140	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel u-m		7.75-1	worm	3
Larrabee R & S	5,000	2,400	154-166	pr-s	flex	s	36x4	36x7	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel u-m		8.66-1	worm	2¼
Lawson 35	1,000		112	pr-s		p	31x4	31x4	w-ov						3		4	3¾x4¼	22.50	b-r	T	cell	Dixie S-H	Split	opt		Scheb		g	o-p	sel u-m		4.30-1	b	
Lenox Amer. Tractor	8,000	4,250	192				60x18	60x18				½-f					4	5¾x7			P		Dixie				Carter				sel			4-w	
Lenox Amer. Tractor	3,000	2,000	144				48x10	48x10				½-f					4	4¾x5½			P		Dixie				Carter				sel			4-w	
Lincoln L	2,000	975	122	pr-s	s-f	p	33x5	33x5	w-ov						3		4	3½x5	19.61	b-r	T	tube	Dixie S-F	Delco	100.00	Mon	Zenith		v	c	sel u-m		6.50-1	b	
Lippard-Stewart MW	1,000	1,000	106	pr-s	s-f	p	33x4	33x4	w-ov						2		4	3¼x5	16.92	b-l	T	sq-t	Brlng S-F	Remy	stock	none	Zenith		g	c	sel amid		5.80-1	worm	
Lippard-Stewart W	1,500	1,600	125	pr-s	s-f	p	35x4½	35x4½	w-ov						3		4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	135.00	none	Zenith		g	c	sel amid		6.00-1	worm	
Lippard-Stewart H	2,000	2,000	145	pr-s	s-f	s	36x3	36x5	w-ov						3		4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	135.00	Pierce	Zenith		g	c	sel amid		6.75-1	worm	
Lippard-Stewart F	3,000	2,300	145	pr-s	flex	s	36x3½	36x3d	w-ov						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	135.00	Pierce	Zenith		g	c	sel amid		7.75-1	worm	
Lippard-Stewart G	4,000	2,600	158	pr-s	flex	s	36x4	36x4d	w-ov						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	135.00	Pierce	Zenith		g	c	sel amid		9.25-1	worm	
Little Giant 15	1,500	1,500	138	pr-s	s-f	p & s	34x4	34x3½	w-sq	Timken	f-f	r	r	r	3	Cont	4	3½x5	19.61	b-r	T	cell	Eism S-H		stock		Scheb	1	g	d-d	sel u-m		6.00-1	worm	15x2½
Little Giant H	2,000	1,400	110	r-I	s-f	s	36x3	36x3½	w-sq						3		4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H				Scheb		g	o-d	u-j		6.88-1	chn	
Little Giant H	3,000	1,500	110	r-c	s-f	s	36x3½	36x4	w-sq						3		4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H				Scheb		g	o-d	sel u-j		6.88-1	chn	
Little Giant 16	4,000	2,500	144	pr-s	s-f	s	36x4	36x6	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H				Scheb	1¼	g	d-d	sel u-m		7.75-1	worm	16x3¼
Luverne 17	4,000	2,000	150				36x3½	36x3½		Hess	f-f					Cont	6	3¾x5½			P		Bosch	West			Scheb	1¼		d	sel			int-g	2¼x16
Maccar L	3,000	2,100	150	pr-s	r	s	36x4	36x5	w-sq	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H			Pierce	Stmbg	1¼	g	d-d	sel u-m		6.75-1	worm	2½x½
Maccar H	5,000	2,600	162	pr-s	r	s	36x4	36x4d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼	g	d-d	sel u-m		7.75-1	worm	2½x¼
Maccar M	7,000	3,250	174	pr-s	r	s	36x5	36x5d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼	g	d-d	sel u-m		10.20-1	worm	3x¼
Maccar U	11,000	4,150	186	pr-s	r	s	36x5	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼	g	d-d	sel amid		13.66-1	worm	3½x¼
Mack AB	2,000	2,150	144	pr-s	s-f	s	36x4	36x3½d	w-sq		d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	6.29-1	chn	2¼x14
Mack AB	2,000	2,150	144	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	7.00-1	worm	3¼x14
Mack AB	3,000	2,550	162	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	7.75-1	worm	3¼x16
Mack AB	3,000	2,550	162	pr-s	s-f	s	36x4	36x3½d	w-sq		d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	6.99-1	chn	2½x14
Mack AB	4,000	2,800	162	pr-s	s-f	s	36x4	36x4d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	7.75-1	worm	3¼x16
Mack AB	4,000	2,800	162	pr-s	s-f	s	36x4	36x4d	w-sq		d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	6.99-1	chn	2¼x14
Mack AC	7,000	3,650	156	pr-s	s-f	s	36x5	40x5d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel u-j	3	7.54-1	chn	3½x20
Mack AC	11,000	4,250	156	pr-s	s-f	s	36x6	40x6d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel u-j	3	8.40-1	chn	3½x20

Mack Tractor.....AC	30,000	4,500	119	pr-s	s-f	s	36x7	40x7d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	fin	Bosch D-H	Bosch	200.00	own	Stmbg		g	d-p	sel	u-j		14.10-1	chn	
Maxwell.....25	750	545	103	pr-s	flex	p	30x3½	30x3½	w-ov		¾-f	r-p	b	r	2	own	4	3⅝x4½	21.08	b-r	T	fin	Simms D-H	Huff-S	stock		K.D		g	c	sel	u-m		3.59-1	b	1¾x⅝
Menominee.....EW	1,500	1,425	124	r-c	s-f	c	36x4	37x5½	w-ov	Timken	w				3	Cont	4	3¾x5	22.50	b-r	T	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee.....FW	2,000	1,790	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w				3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee.....H	3,000	2,050	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w				3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee.....D	4,000	2,475	144	r-c	s-f	s	36x4	36x6	w-sq	Timken	w				3	Cont	4	4 x5¼	27.20	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee.....G	7,000	3,275	160	r-c	s-f	s	36x5	36x5d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt	own	Stmbg		g			amid			worm	
Mercury Bulley Trac. A		3,400	71	r-c	r	s	34x4	38x4d	w-sq	own		b	b	r	3	Wisc	4	4¼x5	29.00	2-o	P	cell	Bosch D-H	Bosch	stock	Pierce	Stmbg	1¼	g	d-p	ind-c	u-j		14.00-1	chn	
Metropolitan		895	115	pr-s		p	34x4	35x4½	w-ov		s-f		r	r	3		4	3¾x4¼	29.00	b-l	T	cell	S-H							d-d	sel	u-m		6.00-1	b	14⅞x2
Mets.....25	800	500	108				31x3½	31x3½		own			b	r		own	4	3⅞x4			T		Dixie	Delco	Stock		A-W-T	1		d	I-C				chn	
M. H. C.	1,800	1,050	148				34x4½	34x4½			f-f						6	3¼x4½			P		Delco				Stmbg			d	sel				worm	
M. H. C.	2,000	1,250	148				36x4½	36x4½			f-f						6	3½x5			P		Delco				Stmbg			d	sel				worm	
Moon.....A	1,000	850	125				33x4	33x4		Sheldon	f-f					Cont	4	3¼x5			P		Bosch				Stmbg	1¼		c	sel				b	2
Moon.....B	3,000	1,600	140	pr-s	r	s	36x3½	36x4	w-ov	Sheldon					3	Cont	4	3¾ 5¼	22.50	b-h	G	s-s-t	Remy D			none	Stmbg	1¼	g	c	sel	u-j			chn	2
Moreland	1,500	1,290	114	pr-s	s-f	p	34x4½	34x4½	w-sq	Timken	s-f				3	Cont	4	3½x5	19.60	b-r	T	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	5.80-1	worm	13x2
Moreland.....15-D	2,000	1,500	126	pr-s	s-f	s	34x3½	34x4	w-sq	Timken	s-f				3	Cont	4	3¾x5	22.50	b-r	T	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	6.00-1	worm	16x3½
Moreland.....15-B	3,000	2,100	126	pr-s	s-f	s	34x3½	34x5	w-sq	Timken	s-f				3	Cont	4	4⅛x5¼	27.30	b-l	P	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1¼	g	d	sel	u-m	3	7.00-1	worm	16x3½
Moreland.....15-C	5,000	2,750	144	pr-s	s-f	s	34x4	34x4d	w-sq	Timken	f-f				3	Cont	4	4½x5½	32.50	2-l	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	u-m	4	6.80-1	worm	16x3¼
Moreland.....15-G	8,000	3,600	162	pr-s	s-f	s	36x5	38x5d	w-sq	Timken	f-f				3	Cont	4	4¾x6¾	36.15	2-l	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	amid	4	7.80-1	worm	18x3½
Moreland.....16-J	10,000	4,250	192	pr-s	s-f	s	36x6	40x6d	s-tr	Timken	f-f				3	Cont	4	4¾x6¾	36.15	2-r	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½		d	sel	amid	4	11.67-1	worm	24x4
Morton	6,000	4,250	108				40x6	40x6		Timken	f-f						4	4¾x6¾			P		Dixie				Carter			d	sel				worm	
Nelson & LeMoon..E1	2,000	1,700	opt	r-c	r	s	36x3	36x4	w-sq	Timken		r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	sq-t	Bosch S		125.00	Mon	Ray	1¼		d-d	sel	u-m		6.75-1	worm	
Nelson & LeMoon..E2	4,000	2,250	opt	r-c	r	s	36x4	36x7	w-sq	Timken		r	r	r	3	Cont	4	4 x5¼	27.20	b-l	P	sq-t	Bosch P		125.00	Mon	Ray	1¼		d-d	sel	u-m		8.75-1	worm	
Nelson & LeMoon..E3	6,000	3,100	opt	r-c	r	s	36x5	38x5d	w-sq	Timken		r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch S-A		125.00	Mon	Ray	1¼		d-d	sel	u-m		8.75-1	worm	
Nelson & LeMoon..E5	10,000	4,200	opt	r-c	r	s	36x6	40x6d	w-sq	Timken		r	r	r	3	Cont	4								125.00			1¼								
Netco.....D	4,000	2,450	144	pr-s	r	s	36x4	36x6	w-sq	Timken	f-f				3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F	G & D	200.00	none	Zenith	1¼	g	d-d	sel	u-m		8.50-1	worm	2¾
Netco.....E	4,000	2,650	144	pr-s	s-f	s	36x4	36x6	w-sq	Timken	f-f				3	Cont	6	3¾x5¼	33.75	3-r	P	fin	G & D D-H	G & D	200.00	none	Zenith	1½	g	d-d	prog	u-m		8.50-1	worm	3
New York.....M	3,000	2,200	144	r-c	s-f	s	36x3½	36x5	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F			Pierce	Stmbg		g	d-p	ind-c	u-m		7.75-1	worm	
Niles.....B	2,000	1,175	124	pr-s	flex	p	35x5	35x5	w-ov						3		4	3½x5	19.61	b-l	T	sq-t	Eism S-H			Pierce	Stmbg		g	d-d	sel	u-m		6.50-1	worm	
Niles.....E	4,000	1,875	140	pr-s	flex	s	36x4	36x7	w-ov						3		4	4⅛x5¼	27.20	b-l	P	s-s-t	Eism S-H			Pierce	Stmbg		g	d-p	sel	amid		8.50-1	worm	
Northwestern	3,000	2,150	140				34x3½	36x6				½-f					4	4⅛x5¼			P		Bosch				Stmbg			c	sel				worm	
Old Hickory	1,250	825	112	r-c	s-f	p	33x4	33x4	w-ov	Salis	s-f	b	b	r	2	Lycmg	4	3¼x5	16.92	b-r	T	cell	Conn S-H	Dyneto	stock		Carter	1	g	c	sel	u-m		6.00-1	b	2x14
Old Reliable	3,000	1,950	150	pr-s	s-f	s	34x3	36x6	w-sq						3		4	3¾x5	22.50	b-l	P	sq-t	Bosch S-H		stock		Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Old Reliable	4,000	2,450	150	r-c	s-f	s	34x4	36x4d	w-sq						4		4	4 x6	25.60	b-l	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Old Reliable	5,000	2,750		r-c	r	s	34x4	36x4d	w-sq						3		4	4¼x5	29.00	2-o	P	sq-t	Bosch S-H				Stmbg		g	o-d	sel	u-j			chn	
Old Reliable	6,000	3,250	150	r-c	s-f	s	34x5	36x5d	w-sq						4		4	4¼x6	29.00	b-l	P	sq-t	Bosch S-H		stock	Dup	Stmbg		v	d-d	sel	u-m		8.75-1	worm	
Old Reliable	8,000	3,750		r-c	s-f	s	36x5	40x5d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		v	d-d	sel	amid		8.75-1	worm	
Old Reliable	8,000	3,750		r-c		s	36x6	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock		Stmbg		g	o-d	sel	amid			chn	
Old Reliable	10,000	4,500	150	r-c	r	s	36x6	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	o-d	sel	amid			chn	
Old Reliable	14,000	5,000	150	r-c	r	s	36x6	40x7d	w-sq						2		4	5-1/10x5¾	41.62	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	o-d	sel	u-j			chn	
Overland.....75-B	800	625c	104	pr-s		p	31x4	31x4	w-ov						2		4	3⅜x5	18.21	b-r	T	cell	Bat H		stock	none			g	c	sel	u-x			b	
Overland	1,200	725	106	pr-s		p	33x4½	33x4½	w-ov						5		4	4⅛x5½	27.20	b-r	T	cell	Dixie H		stock	none			g	c	sel	u-x			b	
Packard.....1-E	2,000	2,350	126	r-c	s-f	s	34x3½	34x6	w-sq						3		4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	
Packard.....1½-E	3,000	2,650	126	r-c	s-f	s	34x3½	34x3½d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	
Packard.....2-E	4,000	3,000	144	r-c	s-f	s	34x4	34x4d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	7.25-1	worm	
Packard.....3-E	6,000	3,600	156	r-c	s-f	s	36x5	36x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	9.00-1	worm	
Packard.....4-E	8,000	4,025	156	r-c	s-f	s	36x5	40x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	10.00-1	worm	
Packard.....5E	10,000	4,550	156	r-c	s-f	s	36x6	40x6d	St-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	P	d-d	sel	amid	4	10.66-1	worm	
Packard.....6E	12,000	4,800	156	r-c	s-f	s	36x6	46x7d	st-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	1	10.66-1	worm	
Packet	600	325	100	pr-s	r	p	28x3	28x3	w-ov	own	d	b	b	b	2	own	4	2¾x4	12.08	b-r	T	fin	At-K S-A			none	Carter	1	g	c	fric	u-j		4.25-1	chn	1⅛x⅝
Palmer	2,000	1,350	132½	pr-s	r	s	34x3½	34x4	w-sq						3		4	3¾x5	22.50	b-r	T	sq-t	Bosch S-F			none	Stmbg		g	d-d	sel	u-m			int-g	
Palmer	4,000	1,975	144	pr-s	r	s	36x3½	36x3½d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F			Pierce	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Palmer-Moore.....K	1,500	1,150	106	pr-s	r	s	36x3	36x3½	w-ov						3		4	3½x5⅛	19.61	b-r	T	fin	Bosch S-A	opt		Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	
Palmer-Moore.....M	2,000	1,350	126	pr-s	r	s	36x3½	36x4	w-sq						3		4	3¾x5⅛	22.50	b-r	T	fin	Bosch S-A	opt		Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	
Peerless.....TC2	4,000		145			s	36x4	36x4d		Timken	f	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½		c	sel	amid		6.00-1	worm	48x3½
Peerless.....TC3	6,000		151			s	36x4	40x4d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½		c	sel	u-j		7.45-1	chn	37x4
Peerless.....TC4	8,000		151			s	36x5	40x5d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½		c	sel	u-j		8.70-1	chn	37x4
Peerless.....TC5	10,000		151			s	38x6	42x6d		won	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½		c	sel	u-j		10.50-1	chn	37x4
Peerless.....TC6	12,000		151			s	38x7	42x7d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½		c	sel	u-j		10.50-1	chn	37x4
Pennsy.....15	1,000	660	98	pr-s		p	30x3½	31x4	w-ov						2		4	4⅛x5½	27.20	b-r	T	fin	Dixie S-F	Dyneto	75.00	none	Zenith		g	d-d	sel	u-m		4.75-1	b	
Pierce-Arrow	4,000	3,000	150	pr-s	flex	s	36x4	36x4d	w-ov	own	w	b		b	3	own	4	4x5½	25.60	2-o	P	fin	Eism S-H	West	325.00	own	own		g	c	sel	amid	3	7.00-1	worm	3x18⅝
Pierce-Arrow	10,000	4,500	168	pr-s	flex	s	36x5	40x6d	w-ov	own	w	b		b	3	own	4	4⅞x6	38.25	2-o	P	fin	Eism D-H	West	325.00	own	own		g	c	sel	amid	3	7.80-1	worm	4¾x18
Pullman.....4-24	1,000		114	pr-s	s-f	p	31x4	31x4	w-ov	Peru	f-f	b	b	r	4	G-B-S	4	3¾x4¼	22.50	b-l	T	cell	Dixie S-H	Split	stock	none	Stmbg	1	g	o-d	sel	u-m		4.25-1	b	5/32 1½
Rainier	1,000	875	115	pr-s	r	p	33x4	33x4	w-sq	Timken	w	r	r	r	2	Light	4	3¼x4½	16.92	b-l	T	fin	Dixie S-H	Split	85.00	none	Carter	1⅛	g	d-p	sel	u-m		5.80-1	worm	⅝x2
Reo.....F	1,500	1,000	120	pr-s	r	p	34x4½	34x4½	w-ov						3		4	4⅛x4½	27.20	2-r-b	P	fin	Remy S-H	Remy	stock	none	Johns		g	d-d	sel	amid		4.30-1	sp-b	
Reo.....J	4,000	1,650	146	pr-s	r	s	36x4	36x3½d	w-sq						3		4	4⅛x4½	27.20	2-r-b	P	fin	Nat D-H			own	Johns		g	d-d	sel	amid		8.70-1	chn	
Republic.....9	1,500	760	120	pr-s	flex	c	32x3	32x3½	w-sq						2		4	3¼x5	16.92	b-l	T	sq-t	Bosch S-F	Bosch	stock	Rugg			g	d-d	sel	u-m		5.36-1	int-g	
Republic.....10	2,000	1,095	124	pr-s	s-f	s	34x3	34x4	w-sq						3		4	3½x5	19.61	b-l	T	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		7.00-1	int-g	
Republic.....11	3,000	1,275	144	pr-s	s-f	s	34x3	34x5	w-sq						3		4	3¾x5	22.50	b-l	T	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	
Republic.....12	4,000	1,675	144	pr-s	s-f	s	34x4	34x6	w-sq						3		4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	
Republic.....T	7,000	2,550	165	pr-s	s-f	s	36x5	36x5d	c-d						3		4	4¼x5½	29.00	b-l	P	cell	Bosch S-H	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		11.00-1	int-g	
Riker	6,000	3,600	170	pr-s	r	s	36x5	36x5d	w-sq	own	f-f				5	own	4	4¼x6	29.00	2-o	P	fin	Bosch D-H	West	225.00	own	own		g	c	sel	amid		10.00-1	worm	
Riker	8,000	3,750	150	pr-s	r	s	36x5	36x6d	w-sq	own	f-f				5	own	4	4¼x6	29.00	2-o	P	fin	Bosch D-H	West	225.00	own	own		g	c	sel	amid		10.00-1	worm	
Royal	2,000		124	r-c		s	34x4	34x5	w-sq						3		4	3¼x5	16.92	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	5,000		132	r-c		s	36x4½	36x6	w-sq						3		4	4 x6	25.60	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	7,000		158	r-c		s	36x5	38x5d	w-ov						3		4	4¼x6	29.00	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	10,000		168	r-c		s	36x6	40x6d	w-ov						3		4	4¾x5½	36.15	2-o	P	cell	Bosch S-F		stock	Mon	Master		g	o-d	ind-c	amid			worm	
Royal	12,000		158	r-c		s	36x6	40x6d	w-ov						3		4	5⅛x6	42.20	2-o	P	cell	Bosch S-F			Mon	Master		g	o-d	ind-c	amid			worm	
Royal	14,000		158	r-c		s	36x7	40x7d	w-ov						3		4	5¼x7	44.20	2-o	P	cell	Bosch S-F			Mon	Master		g	o-d	ind-c	amid			chn	
Rush.....D	1,000	735	105	pr-s	flex	p	31x4	31x4	w-ov	Rush					2	Lycmg	4	3¼x5	16.92	b-r	T	fin	Conn S-H	Split	stock		Carter	1	g	d-d	sel	u-m		4.42-1	b	1¾5/32
Sanford.....O	2,000	1,290	120	pr-s	flex	p	34x4½	35x5	w-sq	Celfor		r	r		3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F				Scheb	1	g	d-d	sel	u-m		7.00-1	int-g	
Sanford.....R	3,000	1,370	138	pr-s	s-f	s	36x3½	36x4	w-sq	Celfor		r	r		3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F				Scheb	1	g	d-d	sel	u-m		8.99-1	int-g	
Sanford.....S	4,000	2,100	150	r-c	flex	s	36x4	36x7	w-sq	Celfor		r	r		3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-F			Mon	Scheb	1¼	g	d-d	sel	u-m		9.00-1	int-g	
Saurer.....L	10,000	4,800	153	pr-s	s-f	s	36x5	42x5d	w-sq						3		4	4⅝x5½	34.28	2-o	P	cell	Bosch S-H			own	own		p	c	sel	u-j		15.85-1	chn	
Saurer.....M	13,000	5,800	156	pr-s	s-f	s	36x5	42x6d	w-sq						3		4	4⅝x5½	34.28	2-o	P	cell	Bosch S-H			own	own		p	c	sel	u-j		14.80-1	chn	
Schacht	3,000	2,650	138				38x3½	38x5		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel				worm	17x3½
Schacht	4,000	2,800	144				38x4	38x4		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel				worm	17x3½
Schacht	6,000	3,200	166				38x5	38x5		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel				worm	17x3½
Schleicher	6,000	3,500	150	r-c	r	s	34x4½	34x3½d	w-ov						3		4	4¼x5½	29.00	2-r	P	sq-t	Bosch D-H			opt	Stmbg		g						chn	
Schleicher	10,000	4,500	150	r-c	r	s	34x5	34x4d	w-ov	b b	b						4	5 x6	40.00	2-r	P	sq-t	Bosch D-H				Stmbg		g	c	sel	amid		5.00-1	chn	
Selden.....G	1,500	985	110	pr-s	s-f	p	32x3½	33x4	w-sq	Sheldon		b	r	b	2	LeRoi	4	3⅛x4½	15.64	b-r	T	sq-t	Eism S-F	Al-Ch	80.00	LeRoi	Scheb	1	g	d-d	sel	u-m		6.20-1	worm	33x1½
Selden.....TL	2,000	1,850	126	pr-s	s-f	s	34x3	34x4	w-sq	Timken		r	r	r	3	Cont	4	3½x5	19.61	b-r	T	sq-t	Bosch S-F	N-East	175.00	Pierce	Stmbg	1	g	d-d	sel	u-m		6.75-1	worm	54⅛x3
Selden.....JC	4,000	2,150	150	pr-s	s-f	s	36x4	36x6	w-sq	Russel		r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	sq-t	Bosch S-F	N-East	150.00	Pierce	Stmbg	1	g	d-d	sel	u-m		9.45-1	int-g	51x2

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM		Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	TRANSMISSION						Size of Brake Banding
				FRAME		TIRES																														
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost					Clutch Type	Gearset Type and Location		Speeds	Total Gear Reduction in High	Final Drive	
Selden JWL	4,000	2,350	150	pr-s	s-f	s	36x4	36x6	w-sq	Timken							4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F	N-East		Pierce	Stmbg	1	g	d-d	sel	u-m		9.25-1	worm	27x3½
Selden N	7,000	3,150	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken							4	4½x5½	32.40	2-l	P	sq-t	Eism S-H	N-East	175.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		10.33-1	owm	33x3¼
Service 120	2,000	1,425	137	pr-s	flex	s	34x3	34x4	w-sq	Timken		r	r	r	3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Bosch S-H	West	120.00	Pierce	Stmbg	1	v	d-d	sel	amid		7.00-1	worm	16x3¼
Service 130	3,000	2,100	150	pr-s	s-f	s	36x3½	35x5	w-sq	Timken		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1¼	g	d-p	sel	amid		7-75-1	worm	16x3¼
Service 140	4,000	2,350	160	pr-s	s-f	s	36x5	36x7	w-sq	Timken		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1¼	g	d-p	sel	amid		7.75-1	worm	16x3¼
Service 170	7,000	3,100	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken		r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1¼	g	d-p	sel	amid		8.75-1	worm	18x3½
Service 175	7,000	3,350	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken		r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1½	v	d-p	sel	amid		7.8-1	worm	18x3½
Service 200	10,000	4,150	171½	pr-s	s-f	s	36x6	40x6d	w-sq	Timken		r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1½	v	d-p	sel	amid		11⅗-1	worm	24x4
Sheirdan	1,000	490	104				31x3½	31x3½			f-f						4	3½x4			T		Bosch				Carter			d	sel				b	
Signal F	2,000	1,550	144	pr-s	s-f	s	34x3	36x4	w-sq						3		4	3¾x5¼	22.50	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Signal H	3,000	1,800	144	pr-s	s-f	s	34x3½	36x5	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		8.50-1	worm	
Signal J	4,000	2,100	150	pr-s	s-f	s	34x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		9.25-1	worm	
Signal M	7,000	3,000	168	pr-s	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		10.33-1	worm	
Signal R	10,000	4,000	180	pr-s	s-f	s	36x6	40x6d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	amid		13.66-1	worm	
Standard 70	4,000	2,000	140			s	36x4	36x6							3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-A			Mon	Scheb			c	sel	amid		7.75-1	worm	
Standard 60	7,000	2,850	144			s	36x5	36x5d							3		4	4½x5¼	32.40	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel	u-m		10.33-1	worm	
Standard 40	8,000	3,025	144			s	36x5	36x5d							3		4	4½x5¼	32.40	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel	u-m		9.50-1	chn	
Standard 50	10,000	3,400	144			s	36x5	40x6d							3		4	4¼x5¼	29.00	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel	u-m		13.00-1	worm	
Steele C	4,000	2,250	115	r-c	s-f	s	38x5	40x4d	c-cr						3		4	4⅛x5¼	27.20	b-r	P	cell	At-K S-A	Carlton	stock	own	Stmbg			o-d	ind-c	u-j		9.51-1	chn	
Steele B	6,000	3,000	127	r-c	s-f	s	38x6	40x5d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c	u-j		9.21-1	chn	
Steele BA	8,000	3,500	127	r-c	s-f	s	38x6	40x5d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c	u-j		9.21-1	chn	
Steele A	10,000	4,000	127	r-c	s-f	s	38x7	40x6d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c	u-j		9.58-1	chn	
Stegeman	3,000	1,900	150	pr-s	flex	s	34x3½	36x5	w-sq	own		r	r	r		Cont	6	3¼x4½	25.39	b-l	P	sq-t	West S-A	West	stock	Pierce	Ray		g	d-d	sel	u-m		7.75-1	worm	2½x10½
Stegeman	5,000	2,500	144	pr-s	flex	s	34x4	36x4d	w-sq	own		r	r	r		Cont	6	3½x5¼	29.45	b-l	P	fin	West S-A	West	stock	Pierce	Ray		g	d-d	sel	u-m		9.25-1	worm	2½x10½
Stegeman	7,000	3,000	156	pr-s	flex	s	36x4	40x5d	w-sq	own		r	r	r		Cont	6	3¾x5¼	33.75	2-l	P	fin	West S-A	West	stock	Pierce	Ray		g	d-d	sel	u-m		10.33-1	worm	2½x10½
Stegeman	10,000	4,000	170	pr-s	flex	s	36x5	40x6d	w-sq	own		r	r	r		Cont	6	3¾x5¼	33.75	2-l	P	fin	West S-A	West	stock	Pierce	Ray		g	d-d	sel	u-m		11.00-1	worm	2½x10½
Sterling	5,000	2,800	156	pr-s	r	s	36x4	36x4d	w-sq	Sheldon		r	r	r	3	Wauk	9	4¼x5¾	29.00	2-r	P	fin	Eism S-A		35.00	Wauk	Holley		g	d-d	sel	u-m		7.70-1	worm	
Sterling	7,000	3,400	158	pr-s	r	s	36x5	36x5d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¼x5¾	29.00	2-r	P	fin	Eism S-A		35.00	Wauk			g	d-d	sel	u-m		8.75-1	worm	
Sterling	10,000	4,500	168	pr-s		s	36x5	40x6d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¾x6¾	36.15	2-r	P	fin	Eism D-H		35.00	Wauk	Holley		g	d-d	sel	amid		8.75-1	worm	
Sterling	14,000	4,750	168	pr-s		s	36x6	40x7d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¾x6¾	36.15	2-o	P	fin	Eism D-H		35.00	Wauk			g	d-d	sel	amid		11.67-1	chn	
Stewart 6	1,500	795	110	pr-s	s-f	p	32x4	32x4	w-ov						2	Ster	4	3 x4¼	14.40	b-l-b	T	fin	Dixie S-F			none	Zenith		g	d-p	sel	u-m		6.00-1	int-g	
Stewart 3	2,000	1,390	118	pr-s	s-f	p	34x4½	34x4½	w-ov						3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F			none	Zenith		g	d-p	sel	u-m		6.00-1	int-g	
Stewart 4	2,500	1,485	140	pr-s	s-f	s	34x3½	34x5	w-sq						3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F			none	Zenith		g	d-p	sel	u-m		7.00-1	int-g	
Studebaker SF	1,000	785	112	pr-s	r	p	34x4	34x4	w-ov						3		4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel	u-x		4.60-1	b	
Studebaker 7	2,000	1,100	125	pr-s	r	p	35x5	35x5	w-ov						3		4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel	u-x		5.00-1	b	
Sullivan G	3,000	1,600	129	r-c	s-f	s	36x3	36x4	w-sq						3		4	3¾x4½	22.50	b-r	T	fin	Bosch S-F				Holley		g	c	sel	u-j		8.50-1	chn	
Sullivan E	4,000	2,250	150	pr-s	s-f	s	36x4	36x6	w-sq						3		4	4⅛x5½	27.20	b-r	P	fin	Bosch S-F				Holley		v	d-d	sel	u-m		9.25-1	worm	
Superior A	2,000	1,350	124	pr-s		s	34x3½	34x4	w-sq						3		4	3½x5	19.61	b-h	T	sq-t	Eism S-F			Mon	Stmbg		v	d-d	sel	u-m		7.00-1	int-g	
Superior C	4,000	1,800	144	pr-s		s	36x4	36x6	w-sq						3		4	3¾x5	22.50	b-h	G	sq-t	Eism S-F			Mon	Stmbg		v	d-d	sel	u-m		9.00-1	int-g	
Thomas 40	5,000	2,700	150	pr-s	s-f	s	34x4	34x4d	w-sq						3		4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch	stock	Dup	Bergen		g	d-d	sel	u-m		8.50-1	worm	
Tiffin A	1,500	1,190	110	pr-s	flex	p	35x4½	35x4½	w-ov	Russel		b	b	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H		100.00	none	Scheb	1	g	c	sel	u-m		6.80-1	int-g	
Tiffin AW	2,000	1,450	112	pr-s	flex	s	34x3	34x4	w-sq	Sheldon		b	r	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H		100.00	Pierce	Scheb	1	g	d-d	sel	u-m		6.50-1	worm	
Tiffin GW	3,000	1,790	135	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon		b	r	b	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	d-d	sel	u-m		8.60-1	worm	
Tiffin MC	5,000	2,360	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	d	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	c	sel	amid		8.80-1	chn	
Tiffin MW	5,000	2,500	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken		r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	c	sel	amid		7.75-1	worm	
Tiffin RW	10,000	4,250	168	r-I	s-f	s	36x5	40x5d	w-sq	Sheldon		r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel	amid		11.70-1	worm	
Tiffin SW	12,000	4,550	168	r-I	s-f	s	36x6	40x6d	w-sq	Sheldon		r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel	amid		11.70-1	worm	
Transport Tractor T	10,000	2,500	80	r-c	r	s	34x3½	34x4d	w-ov						3		4	3½x5⅛	19.61	b-r	T	cell	Bosch S-F				Zenith	1	g	d-d	sel	u-m			worm	
Union B	5,000	1,875	150	pr-s	flex	s	39x4	39x6	w-sq	Russel		b-r	r	r	4	Wisc	4	4 x6	25.60	b-l	P	fin				none	Scheb	1¼	g	o-d	sel	u-m		7.75-1	int-g	2
United BSW	4,000	2,250	144	r-c	r	s	36x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	opt		Mon	Stmbg		g	d-d	sel	u-m		8.66-1	worm	
United CSW	7,000	2,900	144	r-c	r	s	36x5	36x5d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Eism S-H	opt		Mon	Stmbg		g	d-d	sel	u-m		8.75-1	worm	
United DSW	8,000	3,300	144	r-c	r	s	36x5	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P	cell	Eism S-H	opt		Mon	Stmbg		g	d-d	sel	u-m		8.75-1	worm	
United ESW	10,000	3,900	144	r-c	r	s	36x6	40x6d	c-cr						3		4	5–1/10x5½	41.62	2-o	P	fin	Eism S-H	opt	200.00	Pierce	Stmbg		g	d-d	sel	u-m		11.75-1	worm	
U. S. E	5,000	2,500	144	r-c	s-f	s	34x3½	36x3½d	w-sq				r		3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		8.16-1	chn	
U. S. H	5,000	2,800	144	r-c	s-f	s	34x4	36x4d	w-sq				r		3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		8.66-1	worm	
U. S. D	7,000	3,200	144	r-c	s-f	s	34x5	36x5d	w-sq				r		3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		8.01-1	chn	
U. S. J	7,000	3,500	162	r-c	s-f	s	36x5	40x5d	w-sq				r		3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		11.70-1	worm	
U. S. K	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-sq				r		3		4	4¾x6¾	36.15	2-l	P	sq-t	Bosch D-H			Wauk	Stmbg		g	c	ind-c	amid		8.75-1	worm	
Universal G	3,000	1,950	133	r-c	r	s	34x3½	34x5	w-ov						2		4	3¾x5¼	22.50	b-r	T	fin	Eism		stock	own	Zenith		g	d-p	sel	u-m		7.25-1	worm	
Universal D	4,000	2,800	132	r-c	r	s	36x4	36x4d	w-ov						3		4	4 x5½	25.60	2-l	P	cell	Eism		stock	own	Heath		g	d-d	sel	amid		9.16-1	chn	
Universal A	6,000	3,400	132	r-I	r	s	36x5	36x5d	w-ov						3		4	4 x5½	25.60	2-o	P	cell	Eism D-H		stock	own	Heath		g	d-d	sel	amid		10.29-1	chn	
Velie 25	4,000	2,250	150	pr-s	flex	s	36x4	36x3½d	w-sq	Timken					3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	Remy	120.00	Pierce	Stmbg	1¼	v	d-p	sel	amid		6.00-1	worm	3½x16
Velie 26	7,000	3,350	172	pr-s	flex	s	36x5	40x5d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H			Pierce	Stmbg	1¼	c	d-p	sel	amid		10.30-1	worm	4x18
Vim 20	1,000	665	102	pr-s		p	31x4	31x4							3		4	3 x4½	14.40	b-r	T	fin	Dixie				Zenith			c	sel	u-m		5.25-1	b	
Walter C	7,000	4,200	132	pr-s	flex	s	40x6	40x6	c-d						3		4	4⅜x6	30.65	b-l	P	fin	Eism S-A				H & N		g	c	sel	u-m		8.50-1	ext-g	
Walter B	15,000	4,750	162	pr-s	flex	s	36x6	40x6	c-hol						3		4	4⅜x6	30.65	b-l	P	fin	Eism S-F				H & N		g	c	sel	u-m		7.85-1	ext-g	
Watson Tractor	10,000	4,050	80	r-c	flex	s	34x4	36x5d	w-sq	Timken		r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch D-H			Pierce	Zenith		g	d-d	sel	u-m		10.30-1	worm	3½x18
White GBBE	1,500	2,300	133½	pr-s		p	34x4½	34x4½	w-ov	own	s-f	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H		extra		own		g	o-p	sel	amid			b	
White TBC	3,000	3,300	145½	pr-s		p	36x4½	36x4½d	w-ov	own	s-f	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H		extra		own		g	o-p	sel	amid			red	
White TAD	6,000	4,000	163	r-I	r	s	36x5	40x5d	c-x	own	d	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H				own		g	o-p	sel	amid			chn	
White TCD	10,000	5,000	169	r-I		s	36x5	40x6d	c-x	own	d	b	b	b	3	own	4	4¼x6¾	29.00	b-r	P	cell	Eism S-H				own		g	o-p	sel	amid			chn	
Wichita A	2,000	1,650	110	pr-s	s-f	s	34x3	34x4	w-sq						2		4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00		Stmbg		g	c	sel	u-j		7.32-1	chn	
Wichita K	2,000	1,650	118	pr-s	s-f	s	36x3	36x4	w-sq						2		4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00		Stmbg		g	c	sel	amid		7.80-1	worm	
Wichita L	3,000	1,800	118	pr-s	s-f	s	36x3	36x5	w-sq						2		4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	none	Stmbg		g	c	sel	amid		8.66-1	worm	
Wichita B	4,000	2,100	118	pr-s	s-f	s	34x3½	34x6	w-sq						2		4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	none	Stmbg		g	c	sel	u-j		8.24-1	chn	
Wichita R	5,000	2,350	144	pr-s	s-f	s	36x4	36x7	w-sq						3		4	3¾x5¼	22.50	b-r	P	cell	Bosch S-H	West	125.00	Wauk	Stmbg		g	c	sel	amid		8.75-1	worm	
Wichita O	7,000	3,250	165	pr-s	s-f	s	36x5	36x5d	w-sq						3		4	4½x5¾	32.40	2-l	P	cell	Bosch S-H	West	150.00	Wauk	Stmbg		g	c	sel	amid		11.75-1	worm	
Wichita Q	10,000	3,850	165	pr-s	s-f	s	38x6	38x6d	w-sq						3		4	4½x5¾	32.40	2-l	P	cell	Bosch S-H	West	150.00	Wauk	Stmbg		g	c	sel	amid		11.75-1	worm	
Wilcox S	2,000	1,600	128	pr-s	r	p	35x5	35x5	w-ov						3		4	3¾x5	22.50	b-r	T	cell	Bosch S-H		stock	Pierce	Ray		g	d-d	sel	u-m		6.50-1	worm	
Wilcox R	3,000	1,800	134	pr-s	r	s	36x4	36x5	w-ov						3		4	4¼x5	29.00	2-r	P	cell	Bosch S-H		stock	Pierce	Ray		g	c	sel	amid		7.70-1	worm	

Wilcox.......Q	4,000	2,000	150	pr-s	r	s	36x4	36x3½d	w-ov						3		4	4¼x5	29.00	2-r	P	cell	Bosch S-H		stock	Pierce	Ray		g	c	sel	amid		8.60-1	worm	
Wilcox.......P	7,000	2,900	154	pr-s	r	s	36x5	36x5d	w-ov						3		4	4¼x5	29.00	2-r	P	cell	Bosch S-H		stock	Pierce	Ray		g	c	sel	amid		11.70-1	worm	
Wilson.......E	4,000	2,350	144	r-c	s-f	s	36x4	36x4d	w-ov	Sheldon		r	r	b	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Pierce	Marvel	1¼	g	c	sel	amid		8.60-1	worm	18x2¼
Winther.......47	4,000	2,400	144	c		s	34x4	36x4d	c		d		r		4	Wisc	4	3¾x5	22.50	b-l	P	cell	Eism		125.00		Master			d-p		amid	3		int-g	
Winther.......67	6,000	3,200	144	c		s	36x4	36x5d	c		d		r		4	Wisc	4	4 x6	25.60	b-l	P	cell	Eism		150.00		Master			d-p		amid	3		int-g	
Winther.......87	8,000	3,800	144	c		s	36x5	40x5d	c		d		r		4	Wisc	4	4¼x6	28.90	b-l	P	cell	Eism		150.00		Master			d-p		amid	3		int-g	
Winther.......127	12,000	4,600	156	c		s	36x6	40x6d	c		d		r		4	Wisc	4	5⅛x6	42.03	b-l	P	cell	Eism		175.00		Master			d-p		amid	3		int-g	
Wisconsin.......B	2,500	1,650	136	pr-s	s-f	s	34x3½	34x4	w-ov						3		4	3½x4	19.61	b-r	P	cell	Eism S-H			Wauk	Master		g	d-d	sel	u-m		7.75-1	worm	
Wisconsin.......C	5,000	2,500	156	pr-s	s-f	s	36x4	36x6	w-ov						3		4	4 x5¾	25.60	2-r	P	cell	Eism S-H			Wauk	Master		g	d-d	sel	u-m		8.75-1	worm	
Witt Will.......WD16	2,000	2,000	120	pr-s	flex	s	36x3	36x4	w-sq						3		4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-A			Pierce	Zenith		g	d-d	sel	u-m			worm	
Witt Will.......WD16	4,000	2,500	144	pr-s	flex	s	36x3½	36x7	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-A			Pierce	Zenith		g	d-d	sel	u-m			worm	
W. S.......4	5,000	2,975	154	r-c	flex	s	36x6	36x6	w-sq						3		4	4½x5½	32.40	2	P	fin	Nat D-H				Zenith		g	o-d		u-m			wrm-4	
Zeitler & Lamson.......	3,000	1,850	150	pr-s	s-f	s	36x3½	36x5	w-sq						3		4	4 x5	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		7.75-1	worm	
Zeitler & Lamson.......	5,000	2,450	160	pr-s	s-f	s	36x4	36x7	w-sq						3		4	4 x6	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		8.75-1	worm	
Zeitler & Lamson.......	7,000	3,150	170	r-c	s-f	s	36x5	40x5d	c-d						3		4	4¾x5½	36.15	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	amid		11.75-1	worm	
Zeitler & Lamson.......	10,000	4,150	180	r-c	s-f	s	36x6	40x6d	c-d						3		4	5-1/10x5½	41.62	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	amid		11.75-1	worm	

STEAM CARS

	Capacity	Price	Wheel Base	Size of Tires	Spring	Brake Banding	H. P. of Engine	Bore and Stroke in Inches	Boiler Diameter inches	Water Capacity
Stanley..............	2,500	2,400	136	36x5	F-F	16x2¾	30	4½x6½	26‡	50 miles

Alfred Reeke, who recently resigned as general sales manager of the Nash Motors Co., Kenosha, Wis., will re-engage in automobile distribution in Milwaukee. Mr. Reeke, who was identified with the sale of Rambler and Jeffery cars in Milwaukee, for many years prior to joining the factory organization, has formed the Alfred Reeke Co., to act as distributor of Jeffery trucks in Wisconsin and Upper Michigan, and as Milwaukee county dealer in the Jeffery passenger car, which is distributed in the middle and northwestern territory by the Nash Sales Co.

Walter D. Clark, formerly with the Cleveland Electric Illuminating Co., has joined the sales force of the Marathon Tire & Rubber Co. He will be located in Pittsburgh.

C. W. Hatch has been made manager of sales of Parish & Bingham Co., Cleveland, Ohio.

Walter F. Schmitt has been appointed district manager for the Packard Motor Car Co. for the territory west of the Mississippi River, including Memphis and Cincinnati. He was formerly field representative for the Packard company. O. E. Brown has been appointed director-manager of the territory east of the Mississippi River with the exception of Cincinnati and Memphis.

F. E. Henderson, special representative of the Hudson Motor Car Co., of Detroit, in the past, has joined the sales forces of the Chalmers Motor Co., of Detroit, as district representative.

R. I. Newell, manager of the Waterloo Exchange and Sales agency, of Waterloo, Ia., has been added to the sales force of the United States Motor Truck Co., and will handle the truck at Waterloo.

William J. Kelly, for three years with the advertising department of the State Journal at Lansing, Mich., has resigned to become field salesman for the Master Trucks Corp., of Chicago. Mr. Kelly had charge of the automobile department for the State Journal. He will have Ohio, Indiana and Michigan for the present, at least.

M. J. Roberts, a brother of Monty Roberts, is now located in Detroit with the Air Reducation Co., manufacturers of oxygen, nitrogen and hydrogen. Monty Roberts is chief engineer for this company for United States and Canada.

Frank H. Trego, managing vice-president of the Trego Motors Corp., is now located at the new factory, New Haven, Conn. Mr. Trego was former research engineer of the Packad Motor Co.

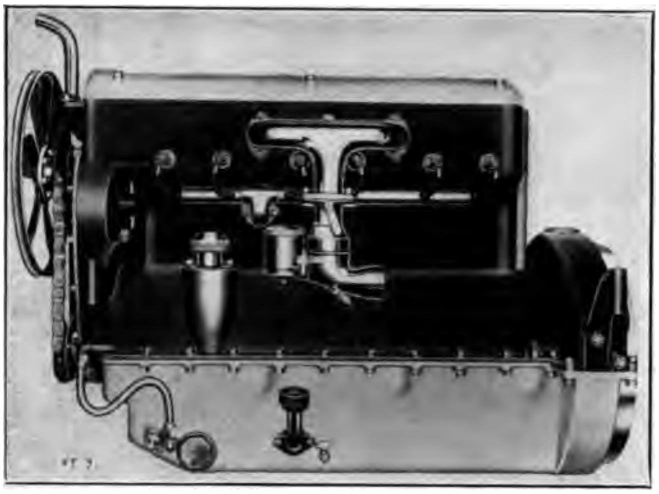
The Springfield Body Corp., of New York, will open a complete service station at its new factory in Springwells. George L. Lavery will have charge.

H. A. Goddard, connected with the Perfection Spring Co., and at present located in New York, will be transferred to Detroit within the near future.

Harty Kerston, designing engineer of the Studebaker Corp., has resigned and is associated with J. William Barnes in the formation of a company to manufacture the Kerston-Gas-Electric car.

New Engine Has Positive Valve Action

A poppet valve engine in which the valve actuating mechanism is positively controlled in both opening and closing is being placed on the market by the Amalgamated Machinery Corporation, Chicago, Ill. While the grooved cam principle of operation used in this engine is not new, having been used in machine tools for some years, its adaptation to the actuation of valves in a gasoline engine is both original and ingenious.



The grooved cams are of the barrel type with the cam race cut in the periphery, and are integral with the overhead camshaft. Motion is transmitted from the cam to the valve through a single bell crank carrying a hardened steel roller at one end which engages the groove, and terminating at the other end in a connection to the valve stem. A yielding member is provided on the bell crank to ensure against damage should a foreign substance get between the valve and the seat. With this positive action very large valves are possible. The present six-cylinder model has a bore of 3¼ inches and a stroke of 4½ inches, and the valves have a diameter of 1⅝ inches and a lift of ⅜ inches.

The single camshaft is mounted directly upon the cylinder block, and the height required for the cams and valve mechanism is said to compare favorably with that necessary for the conventional T- or L-head motor. For instance, in this model the extreme distance from the crankshaft to the center of the highest point of the head cover is 21 inches.

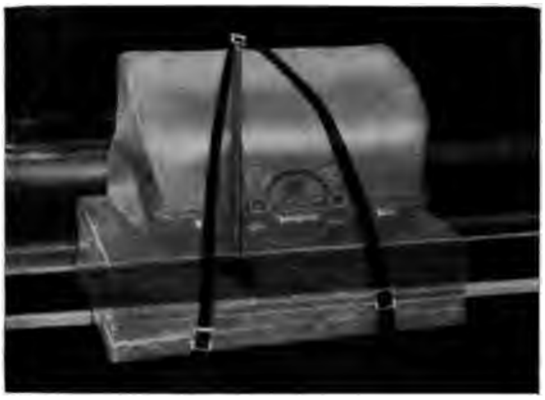
Hires Super Glass

Many cases of injury have resulted from the breaking of automobile windshields and windows for, in case of a collision, splinters of glass usually fly in all directions. By the use of two pieces of plate glass between which is placed a piece of celluloid the Hires Turner Glass Co., of Philadelphia, Pa., has produced Super-Glass, which is claimed to prevent this danger from breakage.

Super-Glass is made by welding together under high pressure and temperature sheets of plate glass and celluloid the result being a perfectly solid sheet, which is claimed to possess all of the transparency of ordinary plate glass in addition to great strength. If struck a hard blow the new glass is said to crack in hair lines, no shower of flying splinters accruing, and a stone thrown against it will bounce off like a golf ball. It is claimed that even a 22-calibre bullet cannot penetrate the glass.

Beaver Baggage Carrier

One of the new conveniences that the dealer may offer the motorist this year is the Beaver baggage carrier, which is being placed on the market by the Beaver Devices Co., Buffalo, N. Y. This is a recently perfected device which carries whatever baggage the automobilist may desire to have with him while touring or making short runs.

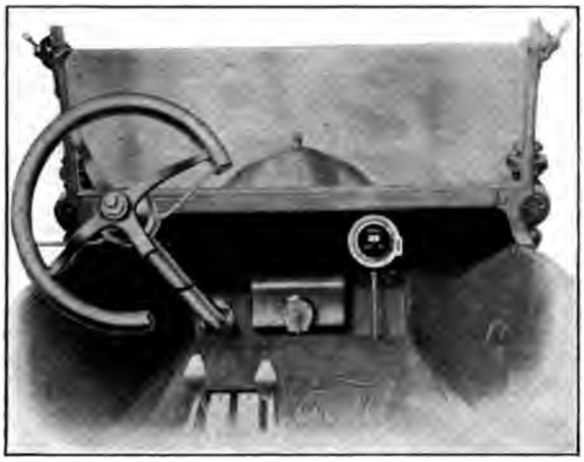


There are but three parts to the baggage carrier. First, a socket which is readily attached to the under side of the running board; second, a strong rod which is placed in the socket; and third, a strap which is readily adjusted to hold the luggage tightly in place. This strap passes up from the running board, over the luggage, around the rod and back to the running board.

With this baggage carrier the baggage is quickly secured, and when there is no baggage to be carried the entire attachment is readily removed and kept in the tool box. The attachment is made in a moment and is claimed to hold the baggage without the least slipping or sliding.

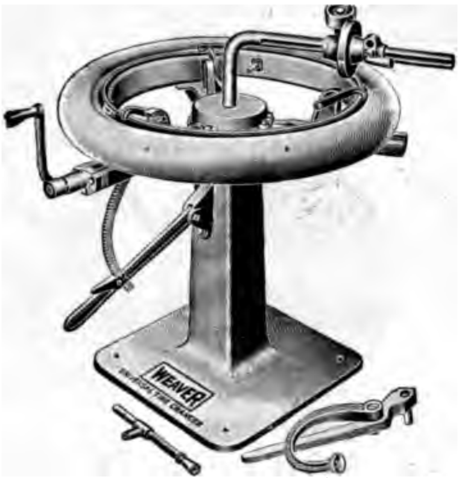
New Stewart Instrument Board

Being grooved to fit the cowl, the new Stewart instrument board for Fords, offered by the Stewart-Warner Speedometer Corp., Chicago, Ill., is installed without screws, bolts or brackets. The steering column of the car is pulled down slightly after which the instrument board is sprung into place. As the board is made of wood it is possible to mount the clock, headlight switch, priming lever and other devices on it. The former instrument board produced by this company was made of steel and, therefore, did not possess this advantage. The new board is finished in black enamel.



Weaver Tire Changer

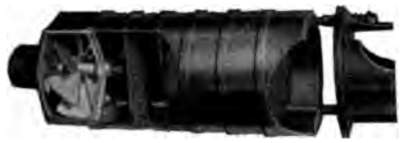
Great difficulty often is experienced in removing a tire from the rim after it has been in service for a long time. In such cases particularly the car is usually brought to the garage, and it is up to them to remove the tire as quickly and with as little damage as possible. For this reason the Weaver universal tire changer, brought out by the Weaver Mfg. Co., Springfield, Ills., should prove a valuable addition to the equipment of any garage.



With this tire changer the tire is removed from the rim by means of rollers. The result is that there is no spring or battering of the rim such as would occur with the use of ordinary tools and, therefore, no marring of the tires. Any size or style of rim can be handled with the remover and the adjustments are quick and simple. The weight of the complete outfit is about 250 pounds.

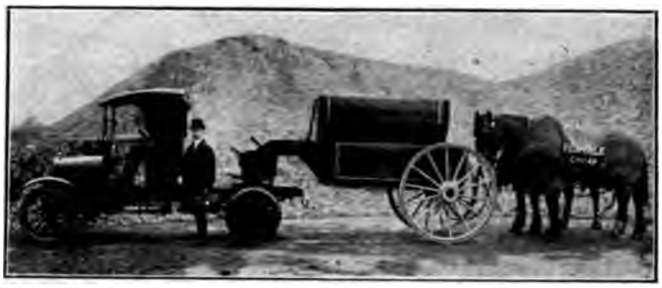
Cook Fan Muffler

Breaking up of the sound waves from the exhaust gas is accomplished by the use of a fan in the Cook muffler, offered by the Cook Muffler Co., Chicago, Ill.



The fan, which is mounted on self-lubricating ball bearings, is driven by the force of the exhaust and will spin several minutes after the engine stops. By the use of this fan two things are accomplished. First, the noise of the exhaust is greatly reduced, and second, the fan action on the exhaust impulses permits using baffle plates with unusually large openings. The result is that back pressure is claimed to be greatly reduced, and this permits the use of a leaner mixture with a corresponding saving in fuel.

Another feature is the safety-valve, which is designed to relieve the muffler of the great pressure caused by back fire explosions. When such an explosion takes place the entire back end of the muffler is forced away from the main body of the muffler, and the exhaust escapes through the large opening thus created. Three substantial springs immediately restore the end to its normal position.



Union Motohaul

With the Union three-ton Motohaul, manufactured by the Union Truck Mfg. Co., Inc., 250 West 54th street, New York City, any ordinary horse-driven wagon equipment can be converted into "after-wagons" thereby making possible the use of old equipment. The Motohaul is nothing more nor less than a gasoline horse, and ingeniously incorporated in its construction is the power plant of the Ford car. Any number of "after-wagons" can be used with the outfit.

Under the slogan of "Does the Work of Two Horses," the manufacturers are emphasizing the progress that their gasoline-propelled vehicle has made in replacing horses, by leading behind their street demonstrator two good-sized horses, bearing a sign with the words, "For Sale Cheap."

Northway Trailercar

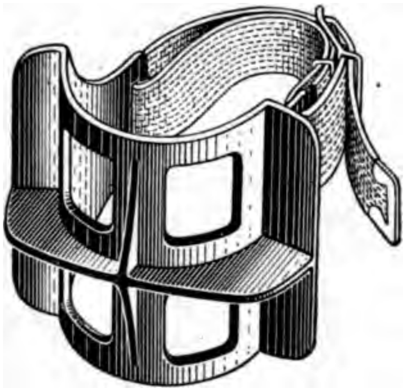
Northway Trailercars are offered in a variety of models by the Northway Trailercar Co., East Rochester, N. Y. A popular type is Model 20, which is designed for heavy, high-speed service, to carry loads of 2,000 pounds. It is built with a separate chassis, to which the wheels, steering gear and springs are attached, and upon which the body is mounted. The chassis beams of this model are made of reinforced wood similar to the type that has proven efficient on war trucks.

Any style of body to suit individual requirements can be mounted on the chassis, but the body regularly furnished is 9 feet long, 37 inches wide, and 10 inches deep, these being the inside measurements. There are 5-inch flare boards on each side, bringing the total depth to 14½ inches. The artillery type wheels are furnished with 30 by 3½-inch pneumatic tires. Both front and rear axles are of the I-beam type, and are drop forged from heat treated steel. They are furnished with ball bearings. Semi-elliptic springs are used both front and rear, having a length of 36 inches and a width of 1¾ inches.

Fenders, lamps and a coupling with special dust and water-proof universal joints are part of the equipment. The chassis alone weighs about 720 pounds, and with the body attached about 850 pounds. Due to the 72-inch wheel-base and the attention given to the design of the springs, the outfit is said to operate satisfactorily at any speed that the driver would ordinarily care to drive his car.

Fulton Mud Hook

To do away with the possibility of the motorist getting stuck in the mud the Fulton Company, of Milwaukee, Wis., is offering the Fulton mud hook. This is a simple device designed to buckle on to each rear wheel of the car when deep mud is encountered.

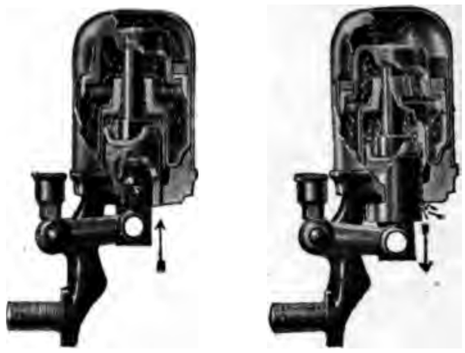


The construction is such that the hook tends to lift rather than catch suddenly, consequently they are claimed not to stop the wheels with a jerk that would damage the differenital gears. Malleable cast iron is the material of which the hook is made, and the strap is said to grip the tire so hard that twisting of the hook sideways is impossible. Being comparatively small, a set of the hooks does not take up much room in the tool box. They are furnished in 3½, 4, 4½ and 5-inch sizes.

Bethlehem Shock Absorber

The elastic properties of air are made use of in the Bethlehem steel pneumatic shock absorber offered by the Silvex Co., of South Bethlehem, Pa. It consists of a steel cylinder in which an air pump, having been set in action by an impulse spring, gives air pressure, which is automatically maintained by the up and down movement of the car as it passes over ruts and bumps.

The illustration shows its upstroke, downstroke, and the action of the air under pressure. It will be seen that the shock absorber gives one air cushion to absorb the shock going down and another to take up the rebound. The design is intended to save the springs of the car by permitting them to act only when spring action is necessary.



Aske Voltage Regulator

Ford headlights tend to give a poor light at low car speeds due to the low voltage of the current generated by the magneto. The Aske automatc voltage regulator offered by the Aske Automatic Voltage Regulator Company, Duluth, Minn., is designed to remedy this fault. The device is not only intended to give bright lights at both high and low speeds but also to prevent the lamp filaments from burning out, due to excessive voltage. A special feature of the regulator is that, should one light burn out, the other will continue to burn properly, no increase in voltage occurring.

The regulator is attached to the dashboard under the hood by means of four screws. This takes but a few minutes, and the location is such as to be easily accessible for inspection. Lamps of from 6 to 9 volts can be used with the device. A dimmer and tail light may be incorporated in the regulator. The dimmer permits the lights to be lowered for city use, or when preparing to pass another car on the road. Complete wiring diagrams are furnished with each regulator.

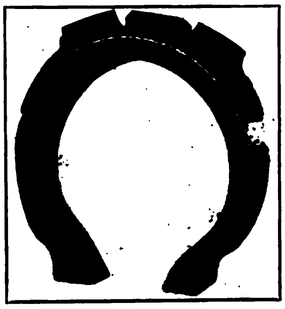
Visible Gasoline Pump

A fault with many gasoline pumps is that they are so constructed that short measure can be given by "short-stroking," also hose connections are usually lower than the gasoline tank of the machine, which makes it difficult for the purchaser to get all of the fluid he has bought out of the hose. Realizing this, the Guarantee Measure Co., of Pittsburgh, Pa., is placing on the market a visible gasoline and oil pump, which shows the purchaser the exact amount of fluid he buys.

With the new pump the gasoline or oil is driven by a motor into a glass graduated container at the top of the pump, and in full view of the purchaser. No fluid flows out of the container until the amount purchased has been driven in. The gasoline is then filtered and run into the tank of the automobile. With this design the purchaser obviously knows exactly the amount of fuel entering his tank. The simplicity of the outfit is an attractive feature, there being no delicate parts to get out of order. A short hose is used, which is entirely emptied in each operation, and an occasional cleaning of the filter is all that is necessary.

Goodyear Cord Truck Tire

A new cord pneumatic truck tire is being placed on the market by the Goodyear Tire & Rubber Company, Akron, Ohio. Several years ago this company realized the need for a pneumatic tire for motor trucks larger and stronger than the pneumatic tires used on automobiles, and set its engineers to experimenting along this line. The single pneumatic truck tire recently brought out by the company is the result of this experimentation. The new truck tire is similar to the fabric tire only of cord construction. It is built the same as the cord tires for pleasure cars, but much larger and stronger, and with a greater number of plies of cord. The tires are made in the All-Weather tread in sizes from 36 by 6 to 42 by 9 inches.



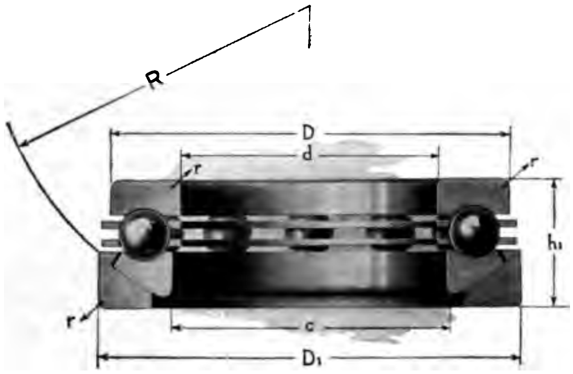
W. H. Chaffe has been appointed superintendent of the Chevrolet Motor Co., Flint, Mich., succeeding F. W. King. He was formerly superintendent of the Chevrolet Tarrytown plant.

Solar Duplex Headlight

Solar Duplex Headlights are being placed on the market by the C. M. Hall Lamp Co., Kenosha, Wis., successors to the Badger Brass Mfg. Co. The new headlight embodies two separate lights, one for city and one for country driving. The height overall is 15½ inches, and the width 11½ inches. The opening of the large reflector measures 9½ inches, and that of the small 3½ inches. Nitrogen bulbs of 18 and 12 candlepower furnish the light. The headlights are furnished in black and brass or black and nickle as desired.

New G-A Thrust Bearing

G-A thrust ball bearings are being produced in both the self-aligning and self-contained forms by the G-A Ball Bearing Co., of Chicago, Ill. These bearings are the latest addition to the company's line, being marketed only after exhaustive tests had been made to prove their efficiency. They are made from chrome bearing steel commercially free from such impurities as sulphur and phosphorus. The G-A plant is now capable of producing about 1,000 heavy duty thrust and radial bearings daily.



Parabolite Spot-Light

The Parabolite is a new non-glare spot-light placed on the market by the Pittsburgh Electric Specialties Co., Pittsburgh, Pa. The new parabolic reflector is said to give a non-glare beam without the dark center produced by the ordinary spot-light, and at the same time to increase the efficiency of the lamp and extend its field of usefulness. The construction produces a beam that is said to conform fully to all city ordinances and state laws, since nothing but reflected rays are projected and no direct light from the bulb can enter the eyes of the opposing drivers.

Since all of the light is confined within the beam, the full power can be used on a surface of defined area without any glare beyond. Due to the use of this combination of reflecting surfaces, all of the light generated by the bulb is directed into the beam.

The Parabolite has a six-inch reflecting surface and is provided with a 21-candlepower nitrogen bulb and a Cutler-Hammer switch. It is made with brackets to fit all makes of cars. A 4-inch rear view diminishing mirror is located at the side.

Osgood Lens

The new Osgood lens, which is being placed on the market by the Osgood Lens and Supply Company, of Chicago, Ill., is a one-piece design consisting of twelve prisms. Each of these prisms selects and delivers its particular beam of light to its particular pre-determined objective point, while merging with the other eleven beams to form a main shaft, which is claimed to illuminate all of the road. As the prisms of the lens are all within, the outside presents a smooth surface, which will not collect dust, and that can be easily cleaned.

From the foregoing it will be seen that the Osgood lens does not work on the deffusion principle where the rays are passed through irregular surface and are merely broken up, but upon the light control principle where the rays are kept within bounds. James R. Cravath, the inventor of the lens, charted the road to determine exactly where the light should fall to give the greatest amount of illumination and still comply with city ordinances. The lens was then designed to deliver the light over just this area. Sizes from 7 to 11 inches in diameter are offered to fit all makes of cars.

Hamilton Multometer

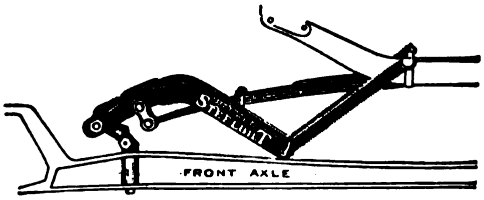
A new recording device indicating not only car speed, trip mileage and season mileage, but also giving mileage obtained from each tire used on the car, the total gasoline consumption and oil consumption, and flashing warning indications of necessary attention to the car at the end of the first 1,000 and first 2,000 miles running, is the development announced by the Hamilton Corporation of Lancaster, Pa., to be marketed under the trade name Hamilton Multometer.

The new Hamilton Multometer adapts the season mileage and trip mileage to the very practical recording of mileage for each individual tire, the amount of gasoline consumed on the trip or during the season, and the amount of oil consumed on the trip or during the season, affording, it is claimed, a check of absolute accuracy on three important items of upkeep cost, namely, tire cost, fuel cost and cost of lubrication.

It is a check on the efficiency of the car itself, and affords the car owner an opportunity to know exactly what it is costing him at the end of each season for running his automobile.

Steelbilt Shock Absorber

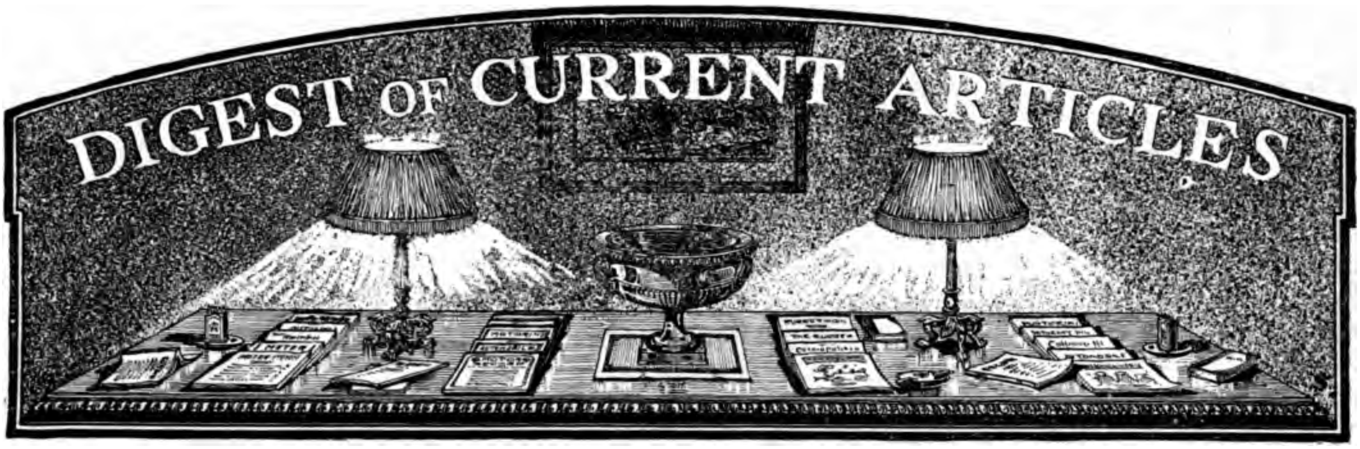
Because of the presses steel construction, durability and light weight are features claimed for the Steelbilt double arm shock absorber, offered by the Walker Manufacturing Company, of Racine, Wis. This shock absorber is of the cantilever type and has no sliding parts to produce friction. To the two arms which span the car spring are attached two coil springs of oil tempered spring wire. The other ends of these springs are bolted to the frame of the car. Both the down stroke and rebound of the car spring is eased by the shock absorber. Ease of installation is also a feature, no machining or drilling being necessary. The front set fits on the regular suspension perch, and a special perch is furnished for the rear set. Lubrication is furnished by special oilers fitted to the spring bolts. The centers of leverage are arranged to give free action to the coil and leaf spring, and also to prevent the spring from striking the axle.



Eco Air and Water Pay Station

The Eco automatic air and pay station, which operates on the nickel-in-the-slot principle, is being introduced by the Electric Appliance Company, of Chicago, Ill. It is designed to be used with the regular garage air system, and the construction is such that after a nickle is deposited in the slot air may be drawn through the hose without turning any valves or making any connections, except that of forcing the chuck onto the valve of the tire.

At the top of the station is a gauge, which shows the operator the pressure existing in the supply tank. This gauge is illuminated at night by means of an electric light concealed in the top of the housing. The light not only illuminates the gauge, but also throws a light on each side of the air station, thus attracting the attention of the public to its presence. Gray iron is used for the casing of the air station, and the air connection is made through a copper tube to the spindle of the reel. This tube is provided with an automatic cutoff, which prevents the air from passing into the hose line when the station is not in use. The coins are deposited by the mechanism into a small receptacle protected by a lock.



THAT the effect upon the automobile industry of a 15 per cent. increase in freight rates would be one of no small consequence is brought out in an article in *Automobile,* which follows in part:

In case the 15 per cent. increase in freight rates is granted to the railroads by the Inter-State Commerce Commission, it will mean the additional expenditure of millions of dollars by the automobile industry, although much of the burden will ultimately be borne by the buyers of the cars.

In the case of completed cars shipped by factories to dealers, the freight, as usual, will undoubtedly continue as additional to the retail price and will be paid entirely by the buyer.

One effect this may have on retail sales will be that it will add a slight difficulty in the case of cars which are projected upward into the next hundred. For instance, a car that now sells for $1,025 plus $70 freight, which makes the price $1,095, will, with the addition of 15 per cent. to the freight, go up into the $1,100 class.

It is stated that shippers are not making a very hard fight against the increase in rates and there is considerable sentiment in favor of giving roads added revenue.

While much of the parts and accessories is shipped by express, the increase in freights will have a more direct effect upon the jobber and dealer because it has not been the custom in the accessories trade to add freight with the advertised retail price, this being absorbed by the manufacturer, jobber and dealer as part of the overhead.

WHEN through any cause the means of obtaining a necessary commercial product commences to fail, science usually find some other way of remedying the difficulty, and in the case of gasoline the new method by which it is extracted from natural gas is proving extremely successful. The following is an extract from *Automobile Topics:* One of the results of the enormous demand for gasoline in the United States has been the development of the compression and absorption process for extracting casing head gasoline from natural gas. Production has increased at an enormous rate, and in Oklahoma alone the output of casinghead gasoline in 1916 was almost as large as ~~the production~~ for the entire country during the previous year.

Casinghead gasoline is so exceedingly light and volatile that it cannot be used as an engine fuel in the condition in which it is extracted. It is sold to oil refiners at from 18 to 20 cents a gallon; the refiners blend it with gasoline of lower gravity, producing a compound of safe and practical gravity, when the proper process is used. It has suffered somewhat, however, due to the danger of using it unmixed with other fuels.

THE right of a retail merchant to sell a patented article at cut prices has been held legal by the Supreme Court of the United States. Automobile says: This decision will be of the greatest importance to manufacturers who have dictated the ultimate price at which their patented articles must be retailed, as it means that if the dealer desires he may sell the patented articles at any price he sees fit. The case in question is the suit brought up by the Victor Talking Machine Co. against R. H. Macy Co., the big department store of this (New York) city, to prevent it from selling talking machines at cut prices. In its decision the court held as illegal The Victor limited license plan of distribution, in which its machines were sold under a license agreement to avoid an outright sale.

GOVERNMENT orders for army trucks will be so distributed as not to seriously hamper the automobile industry, according to present plans. *Automobile Topics* says in part:

There will be no throttling of automobile plants by exclusive government orders for trucks or pleasure cars and no commandeering of privately owned cars of either class, according to present plans of department officials at Washington. Emergencies may arise, of course, and in the course of a world war many things not anticipated are conceivable. So far as present plans have progressed, however, it is the purpose of the Government to encourage, rather than discourage, normal business. Between 35,000 and 40,000 trucks will be required for the transportation needs of the army of 1,000,000 that is to be drafted when plans are complete.

THAT it is an ill wind that blows nobody good is again proved in the case of one of the effects of the war upon the dealer. *Automobile Topics* says that circumstances have placed in the hands of the dealer a weapon of no little effectiveness in the fact that this year ~~thousands of motorists—a much greater~~ number than ever before—are planning automobile camping trips, in many cases in places of tours abroad. It is becoming a matter of comparatively general knowledge among motorists that these camping trips are surprisingly inexpensive, and it is directly in line with the business of the dealer, whether he sells cars, or accessories, or supplies, to do all we can to help things along. Dodge Brothers, Detroit, are pointing this to their dealers and users.

List-Prices of all Makes of Tires and Tubes

EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S. Non-Skid; G. T. Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appear with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when §, in both Clincher and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Acme Rubber Mfg. Co.,	P	14.50	15.60	†16.50	20.90	†21.70	22.20	23.50	†25.00	†28.00	†29.00	30.30	31.20	32.30	33.40	34.50	†41.20	42.50	43.90	45.10	46.50	47.80	52.50	54.10	55.80	†69.80	†71.70
Trenton, N.J.	N.S	......	†16.30	......	†22.00	†22.80	23.30	......	......	......	†30.50	31.80	32.80	34.00	......	......	......	d44.50	46.10	47.40	48.80	50.30	55.10	56.90	58.50	......	......
	N.S	16.70	17.80	†19.10	24.00	†24.90	25.50	27.10	†28.70	†32.20	†33.40	34.80	36.00	37.20	39.50	39.70	†47.40	48.80	50.50	51.90	53.50	55.00	60.30	62.30	64.10	†80.80	†82.50
	Hemisphere	†18.40	†19.60	......	26.40	......	28.00	29.10	......	......	†36.80	d38.30	39.60	40.80	42.20	†43.70	......	......	......	57.10	58.80	60.50	†66.40	†68.40	70.60	......	......
April 12 (5000 miles)	G.R.B. Tubes	3.65	3.85	4.15	4.95	5.15	5.45	5.85	6.05	6.05	6.25	6.40	6.65	6.75	6.95	7.15	8.15	8.35	8.45	8.60	8.80	9.05	10.00	10.30	10.55	11.20	11.50
Advance Rubber Co.,	P.	†11.60	†12.20	......	†15.85	†16.70	18.55	†21.65	......	......	†24.30	24.75	25.95	26.50	27.40	28.25	......	†34.60	†35.70	37.35	37.95	39.50	......	†42.65	†45.15	†67.75	......
1717-8th Ave, Brooklyn, N.Y.	N.S.	†12.15	†12.80	......	†16.60	†17.55	19.45	†22.70	......	......	†25.45	26.00	27.15	27.85	28.65	29.65	......	†36.30	†37.55	39.20	39.90	41.45	......	†44.75	†47.40	†71.10	......
April 2	G.T.	2.60	2.70	......	3.05	3.25	3.40	3.60	......	......	3.85	3.95	4.10	4.25	4.40	4.50	......	5.00	5.20	5.40	5.60	5.80	......	6.50	6.85	7.50	......
Ajax Rubber Co.,	P.	c12.40	c13.15	c17.05	§16.90	c17.70	§20.50	§24.50	§26.25	c26.30	§27.50	§28.00	§29.20	§29.70	§31.00	§31.40	......	......	§39.90	§41.40	§41.90	§43.45	d47.70	c47.75	§49.50	......	......
1796 Broadway, N.Y. City	N.S.	c13.90	c14.65	......	c19.40	c20.20	§23.00	§27.00	......	c29.30	§30.50	§31.00	§32.30	§32.70	§34.00	§34.40	d46.20	d47.70	§43.90	§45.40	§45.90	§47.45	§51.70	c51.75	§53.50	c71.25	c72.10
April 2 (5000 miles)	G.T.	3.20	3.00	3.40	3.75	3.85	4.00	4.30	4.50	4.75	4.85	5.05	5.25	5.35	5.50	5.70	6.35	6.35	6.50	6.60	6.85	7.00	8.40	8.50	8.60	9.20	9.35
	R.T.	3.50	3.75	4.00	4.60	4.75	4.90	5.15	5.40	5.75	5.90	6.05	6.25	6.35	6.50	6.70	7.80	7.80	8.05	8.30	8.50	8.75	9.90	10.00	10.15	10.85	11.05
Amazon Rubber Co.,	N.S.	14.10	14.90	......	19.30	......	22.25	......	......	......	29.70	30.25	32.25	32.75	......	......	......	42.50	43.75	45.75	46.35	48.50	56.95	......	59.90	......	76.50
Akron, O. April 2	B.T.	3.15	3.50	......	4.10	......	4.25	4.50	......	......	5.70	5.90	6.15	6.25	6.40	6.50	......	7.20	7.30	7.45	7.65	7.95	8.55	9.00	9.10	9.25	10.50
American Rubber & Tire Co.,	P.	12.50	13.50	......	17.50	18.50	20.45	22.75	......	......	27.45	28.00	30.00	30.50	32.00	33.25	......	41.00	41.50	42.50	43.40	45.00	52.00	54.50	56.00	......	80.00
Akron, O.	N.S.	13.50	14.25	......	18.25	19.25	21.25	24.40	......	......	28.90	29.40	30.70	31.25	32.75	33.50	......	42.00	42.40	43.50	44.40	46.25	53.75	55.75	57.00	......	81.85
April 2	G.T.	3.00	3.25	......	3.60	3.70	3.85	3.95	......	......	4.65	4.80	5.00	5.15	5.30	5.55	......	6.25	6.30	6.40	6.55	6.70	7.65	7.75	7.90	......	9.50
	R.T.	3.25	3.50	......	4.05	4.15	4.25	4.45	......	......	5.40	5.50	5.70	5.80	5.90	6.05	......	7.00	7.10	7.20	7.35	7.65	8.60	8.85	8.95	......	10.20
Anderson Rubber Works	P.	11.60	12.15	15.50	15.70	16.45	18.95	20.85	......	22.15	23.70	25.25	25.95	27.00	28.00	28.65	......	......	34.15	35.65	37.50	38.52	44.20	45.75	47.20	......	......
(Chas. E. Miller),	N.S.	12.15	12.80	16.35	16.55	17.30	19.95	25.20	......	23.20	24.85	26.50	27.25	28.30	29.35	30.10	......	......	35.90	37.45	39.35	40.45	46.35	47.95	49.60	......	......
Anderson, Ind.	Ex.-ply P.	14.90	16.00	17.95	19.60	20.25	20.95	22.20	......	27.50	29.10	29.75	31.20	32.00	32.80	33.50	......	......	42.10	44.20	45.10	46.90	47.55	48.30	50.50	......	......
	Ex.-ply N.S.	15.80	17.50	18.95	21.00	21.65	22.25	23.60	......	29.50	31.00	31.65	33.30	34.05	35.55	36.30	......	......	44.60	47.40	48.60	49.60	50.15	50.95	53.25	......	......
	Cord P.	22.75	24.30	25.80	32.75	33.90	35.00	37.25	......	42.40	43.95	45.50	46.70	47.95	49.25	50.30	......	......	53.95	55.25	56.60	57.90	67.10	68.65	70.25	......	......
	Cord N.S.	23.75	24.75	26.15	34.50	35.60	36.75	39.00	......	44.70	46.25	47.80	49.05	50.40	51.70	52.85	......	......	56.65	58.00	59.40	60.80	70.40	72.10	73.75	......	......
	G.T.	3.10	3.25	3.45	3.65	3.80	3.85	4.05	......	5.00	5.10	5.30	5.45	5.55	5.70	5.90	......	......	6.95	7.10	7.25	7.40	8.50	8.60	8.75	......	......
	R.T.	3.65	3.75	4.00	4.30	4.45	4.50	4.80	......	6.00	6.05	6.25	6.40	6.50	6.75	6.90	......	......	8.20	8.40	8.50	8.75	10.00	10.20	10.30	......	......
Armstrong Rubber Co.,	P.	†15.25	†15.70	†17.00	18.45	†19.15	20.50	21.10	......	†25.30	†25.90	26.63	27.25	27.95	28.60	29.25	†36.50	d37.10	37.90	38.60	39.20	40.60	46.00	46.60	48.60	63.25	†64.70
Newark, N.J.	N.S.	†16.85	†17.55	†18.70	20.80	†22.70	23.00	24.60	......	†26.10	†27.10	28.00	29.90	30.40	31.60	31.90	†39.75	d40.80	41.70	43.35	43.85	45.40	51.75	52.30	54.35	75.35	†77.80
	R.T.	3.95	4.18	4.47	4.80	4.95	5.00	5.05	......	5.10	5.25	5.50	5.70	5.85	5.95	6.05	6.80	6.90	7.00	7.15	7.40	7.45	8.35	8.55	8.60	10.45	10.95
	Pure Gum Tubes	4.15	4.40	4.70	5.05	5.20	5.25	5.30	......	5.35	5.50	5.75	6.00	6.15	6.25	6.35	7.15	7.25	7.35	7.50	7.80	7.85	8.80	9.00	9.15	11.00	11.50
Batavia Rubber Co.,	P. & R.	......	c13.05	......	c16.60	......	d22.70	d25.75	......	......	......	d30.90	*32.45	*33.15	d34.65	q35.20	q41.30	d42.65	*44.00	*46.00	*46.70	q48.75	*57.70	......	*61.10	......	......
Batavia, N.Y.	Security N.S.	13.10	c15.25	......	c19.40	c20.90	d22.70	d25.75	......	......	c30.25	d30.90	*32.45	*33.15	d34.65	q35.20	q41.30	d42.65	*44.00	*46.00	*46.70	q48.75	*57.70	58.50	*61.10	86.65	90.00
April 2	G.T.	2.95	3.05	......	3.45	3.65	3.80	4.10	......	......	4.90	5.05	5.25	5.35	5.45	5.55	6.50	6.60	6.65	6.75	6.90	7.10	8.10	8.25	8.40	9.20	9.45
Bergougnan Tire Corp.,	P.	†11.95	†13.45	......	†17.35	†18.40	20.25	†22.35	......	†28.35	†24.85	†26.45	28.30	29.90	†30.60	†32.20	†42.65	†38.35	40.50	41.00	41.40	†42.70	47.80	48.85	50.15	†73.45	†66.85
49 West 64th St., N.Y. City	N.S.	†13.45	†14.60	......	†20.25	†21.15	22.25	†23.75	......	†31.90	†28.10	†29.40	31.60	32.75	†34.28	†35.15	†48.15	†42.55	43.30	44.30	45.65	†47.55	52.40	53.95	56.05	†83.65	†73.85
	R.T.	3.15	3.25	......	3.80	4.10	4.15	4.45	......	5.60	5.15	5.35	5.60	5.75	5.90	6.10	7.30	6.90	7.00	7.10	7.35	7.55	8.25	8.50	8.65	9.70	9.55
Besaw Tire & Rubber Co.,	P.	......	19.50	......	24.50	......	27.00	28.00	......	......	......	35.50	36.75	37.75	39.25	40.25	......	......	45.25	47.75	50.00	......	55.00	56.25	57.50	......	......
Hartville, O.	N.S.	......	......	......	28.00	......	30.50	31.75	......	......	39.25	40.25	41.50	43.00	44.00	......	......	......	47.25	49.25	55.00	57.50	62.25	64.75	66.00	......	......
Mar. 22 (4000 miles)	Blackford N.S.	......	c13.85	......	c17.95	c19.00	*20.65	......	......	......	c27.50	d28.10	*29.50	*30.15	......	......	......	......	......	*41.80	......	......	......	......	......	......	......
(4000 miles)	Blackford G.T.	......	3.20	......	3.65	3.75	3.80	......	......	......	5.00	5.10	5.25	5.40	......	......	......	......	......	6.90	......	......	......	......	......	......	......
	R.T.	......	3.50	......	4.45	4.55	4.70	5.00	......	......	5.60	5.85	6.00	6.20	6.40	6.60	......	......	7.75	8.00	8.15	8.35	9.35	9.55	9.75	......	......
Bowers Rubber Works (5000 miles)	P.	15.30	16.20	......	21.90	23.20	24.50	26.20	......	......	30.45	32.20	33.85	34.70	35.50	37.25	......	......	43.20	44.90	46.60	......	55.95	57.25	58.50	......	82.60
San Francisco, Calif. (6000 miles)	N.S.	17.00	17.85	......	25.75	27.00	27.90	29.60	......	......	33.90	35.25	36.40	38.10	39.00	39.90	......	......	46.60	48.30	50.00	......	61.10	63.30	65.30	......	94.00
March 31	G.T.	3.30	3.80	......	4.10	4.35	4.60	4.85	......	......	5.95	6.50	6.40	6.50	6.60	6.75	......	......	7.60	7.75	8.00	......	8.70	8.90	9.25	......	11.00
‡Braender Rubber & Tire Co.,	P.	12.70	12.90	16.45	16.70	17.40	19.35	21.85	......	25.15	25.65	26.10	27.40	28.00	29.70	29.00	37.50	36.40	37.60	39.30	39.95	40.55	44.90	50.80	48.50	75.40	79.75
Rutherford, N.J.	N.S.	14.75	14.95	19.10	19.35	20.20	22.45	25.35	......	29.15	29.75	30.30	31.80	32.50	34.45	33.65	43.40	42.20	43.60	45.60	46.35	47.05	52.10	58.90	56.25	87.45	92.50
April 2	G.T.	3.25	3.40	3.60	4.15	4.25	4.50	4.50	......	5.30	5.40	5.65	5.75	5.85	6.10	6.30	7.00	7.10	7.20	7.35	7.55	7.90	8.90	9.05	9.15	10.00	10.25
	R.T.	3.60	3.70	4.00	4.60	4.70	5.00	5.00	......	5.90	6.00	6.20	6.40	6.60	6.80	7.00	7.80	7.90	8.10	8.20	8.40	8.70	9.80	10.00	10.20	11.00	11.20
Brunswick-Balke-Collender Co.,	P.	c11.90	c12.80	......	c16.50	c17.50	19.00	*21.60	......	......	c25.40	*25.90	*27.20	*27.80	*29.15	*29.55	......	*35.75	*36.95	*38.65	*39.20	*40.85	*44.90	*45.40	*47.55	†90.70	†89.20
Chicago, Ill.	N.S.	c13.95	c14.95	......	c19.25	c20.55	22.25	*25.25	......	......	c29.75	*30.30	*31.85	*32.55	*34.00	*34.55	......	*41.90	*43.20	*45.20	*45.85	*47.85	*56.45	*57.35	*60.00	†92.70	†101.00
April 2	R.T.	3.15	3.35	......	3.85	4.00	4.05	4.20	......	......	5.20	5.30	5.55	5.75	5.90	6.05	......	6.80	7.05	7.20	7.35	7.55	8.50	8.65	8.80	9.20	9.40
Bucyrus Rubber Co.,	P.	11.05	11.85	......	15.35	16.20	17.65	20.00	......	......	23.50	24.00	25.20	25.75	26.90	27.35	......	......	34.20	35.75	36.30	37.85	39.95	......	42.30	......	58.25
Bucyrus, O.	N.S.	12.90	13.85	......	17.95	19.00	20.65	23.40	......	......	27.55	28.00	29.50	30.15	31.50	32.10	......	......	40.10	41.80	42.50	44.30	49.95	50.65	52.90	......	72.80
January 1	G.R.T.	2.90	3.00	......	3.45	3.50	3.55	3.80	......	......	4.75	4.85	5.00	5.10	5.20	5.35	......	......	6.30	6.50	6.65	6.75	7.70	7.90	7.95	......	8.85

‡Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x35	5½x38
Butler Bros.,	Defiance P.	11.80	11.95	.....	15.85	16.10	19.35	.....	.....	.....	24.50	25.20	25.95	26.50	.....	28.25	.....	.....	35.50	37.75	38.20	39.30	.....	.....	45.15	.....	.....
Chicago, Ill.	Defiance N.S.	13.05	13.25	.....	17.45	18.00	20.75	.....	.....	.....	26.40	29.25	28.65	29.85	.....	30.65	.....	.....	38.40	41.55	42.95	44.05	.....	.....	49.50	.....	.....
April 2	Arabian Fluted	.....	13.80	.....	17.70	.....	21.60	.....	.....	.....	27.45	28.15	28.95	29.15	.....	32.70	.....	.....	38.35	41.25	42.75	43.30	.....	.....	28.00	.....	.....
	Arabian N.S.	.....	14.45	.....	18.65	.....	22.60	.....	.....	.....	28.85	29.55	30.40	30.60	.....	34.35	.....	.....	40.26	43.31	44.85	45.45	.....	.....	50.40	.....	.....
	Defiance R.T.	3.00	3.10	.....	3.75	3.85	3.95	4.40	.....	4.45	4.90	5.00	5.15	5.25	5.35	5.50	.....	.....	6.40	6.50	6.65	6.80	.....	7.70	7.90	.....	.....
	Defiance G.T.	2.55	2.75	.....	3.10	3.20	3.45	3.55	.....	4.00	4.25	4.35	4.45	4.55	4.65	4.85	.....	.....	5.65	5.85	6.05	6.25	.....	6.80	6.95	.....	.....
	Defiance Double Wall T.	2.95	3.50	.....	3.90	4.10	4.25	4.40	.....	.....	5.40	5.65	5.80	5.95	6.20	6.40	.....	.....	7.40	7.60	7.80	8.00	.....	8.75	8.95	.....	.....
Century Rubber Works	P. & N.S.	.....	c12.55	.....	c17.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Ill.	G.T.	2.85	3.00	.....	3.75	3.85	4.00	4.30	.....	.....	4.85	5.00	5.15	5.25	5.45	5.65	.....	.....	6.45	6.60	6.85	7.10	8.00	8.15	8.30	.....	.....
April 2 (3500 miles)	R.T.	3.65	3.75	.....	4.65	4.80	4.90	5.35	.....	.....	6.00	6.05	6.15	6.25	6.55	6.65	.....	.....	8.10	8.25	8.40	8.50	9.65	9.90	10.10	.....	.....
Columbia Tire & Rubber Co.,	P.	12.40	12.55	15.30	16.30	17.15	18.90	24.70	.....	27.05	24.95	25.45	26.65	27.30	32.90	29.05	.....		36.75	38.40	39.00	40.60	43.85	51.15	46.45	.....	.....
Columbiana, O.	N.S.	13.05	13.20	16.30	17.10	18.05	19.85	25.85	.....	29.70	26.20	26.75	28.00	28.65	34.55	30.45	.....		38.60	40.30	40.95	42.60	46.00	53.70	48.80	.....	.....
April 5	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55	.....	4.95	4.75	4.85	5.00	5.15	5.70	5.50	.....		6.25	6.45	6.65	6.85	7.80	8.60	8.10	.....	.....
	R.T.	3.30	3.35	3.80	4.20	4.25	4.30	5.05	.....	5.50	5.30	5.40	5.55	5.70	6.45	6.10	.....		7.00	7.15	7.35	7.65	8.70	9.50	8.95	.....	.....
Combination Rubber Mfg. Co.,	P.	c11.60	c12.45	.....	c16.25	c17.15	18.70	§21.15	.....	.....	c24.85	25.30	26.55	27.15	28.45	28.90	35.65	.....	36.15	37.75	38.35	39.90	†42.20	42.85	44.65	q63.05	q63.85
Bloomfield, N.J.	Hold On N.S.	c13.70	c14.60	.....	c18.70	c19.60	21.55	§24.40	.....	.....	c28.50	29.10	30.60	31.15	32.65	32.95	40.15	.....	42.50	14.40	45.10	46.90	52.05	52.80	55.10	q74.10	76.65
	G.T.	2.75	2.85	.....	3.40	3.45	3.55	3.75	.....	.....	4.55	4.75	4.85	5.00	5.15	5.35	5.95	.....	6.15	6.30	6.50	6.60	7.40	7.65	7.75	8.05	8.25
	R.T.	3.00	3.15	.....	3.75	3.80	3.95	4.20	.....	.....	5.00	5.30	5.40	5.55	5.65	5.90	6.55	.....	6.80	7.05	7.25	7.35	8.30	8.45	8.60	8.90	9.15
Community Rubber Co.,	P.	11.10	10.80	14.40	13.95	14.60	16.85	20.80	22.00	22.75	20.60	21.95	22.55	23.45	26.60	24.90	.....	.....	29.70	31.00	32.60	33.50	.....	43.45	41.05	.....	.....
Morrisville, Pa., "Delaware"	N.S.	11.65	11.35	15.10	14.70	15.35	17.70	21.85	23.10	24.45	22.15	23.60	24.25	25.20	28.60	26.75	.....	.....	31.95	33.35	35.05	36.00	.....	45.60	43.10	.....	.....
March 1	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	4.20	4.05	3.85	3.95	4.10	4.25	4.80	4.50	.....	.....	5.20	5.40	5.60	5.80	.....	7.35	6.85	.....	.....
Compression In.TubeCo.,Louisville,Ky. January 1		13.90	15.25	.....	16.25	16.75	17.25	17.75	.....	.....	20.50	21.00	21.50	22.00	.....	23.00	.....	24.00	25.00	25.75	26.50	27.25	29.00	29.50	30.00	.....	.....
Continental Rubber Works,	N.S.	.....	c10.60	.....	c13.40	.....	*15.40	.....	.....	.....	c20.55	d20.90	*22.00	*22.40	*31.15	*31.55	.....	.....	.....	.....	.....	*32.95	.....	.....	*36.80	.....	.....
Erie, Pa., "Vitalic"	De Luxe G.T.	2.15	2.25	2.45	2.65	2.75	2.80	3.00	3.15	3.50	3.60	3.70	3.80	3.95	4.10	4.20	4.70	4.80	4.85	4.95	5.05	5.25	5.90	6.00	6.10	6.40	6.50
	De Luxe R.T.	2.35	2.55	2.75	2.90	3.10	3.15	3.35	3.50	3.85	3.95	4.10	4.25	4.40	4.50	4.60	5.15	5.35	5.40	5.50	5.60	5.80	6.55	6.65	6.80	7.10	7.45
	Black T.	2.70	2.80	3.00	3.65	3.80	3.90	4.20	4.40	4.40	4.50	4.60	4.75	4.95	5.05	5.30	5.90	6.10	6.25	6.35	6.45	6.55	7.35	7.50	7.65	8.15	8.35
Converse Rubber Shoe Co.,	P.	.....	16.30	.....	21.00	.....	25.45	.....	.....	.....	29.45	30.55	31.65	32.75	33.75	34.85	.....	.....	40.25	41.55	42.70	43.85	49.40	51.00	52.30	.....	.....
Malden, Mass.	N.S.	.....	17.15	.....	22.20	.....	30.35	.....	.....	.....	36.25	37.35	38.65	40.05	41.05	42.20	.....	.....	46.85	49.30	53.00	54.50	60.60	63.00	65.10	.....	.....
	G.T.	.....	3.30	3.75	4.00	4.10	4.20	4.55	.....	.....	5.30	5.45	5.70	5.90	6.00	6.25	.....	.....	7.00	7.40	7.75	7.80	8.80	8.85	9.00	9.35	9.75
	R.T.	.....	3.75	4.05	4.45	4.65	4.70	4.95	.....	.....	5.85	6.00	6.30	6.55	6.70	6.90	.....	.....	8.00	8.15	8.50	8.70	9.80	10.00	10.15	10.40	10.80
Cortland Tire & Rubber Co.,	"C.C." P.	.....	†10.80	.....	†13.95	.....	16.85	†19.50	.....	.....	†20.60	21.95	22.55	23.45	†24.20	†24.90	†28.10	†29.20	29.70	31.00	32.60	†33.50	38.40	†40.50	41.05	†53.60	†55.65
Belleville, N.J.	"C.C." N.S.	.....	†11.35	.....	†14.70	.....	17.70	†20.90	.....	.....	†21.60	23.05	23.70	24.60	†25.20	†26.15	†29.60	†30.65	31.20	32.55	34.20	†35.15	40.30	†42.40	43.10	†56.65	†58.40
	Reg. P.	.....	†16.40	.....	†20.20	.....	22.60	†25.00	.....	.....	†28.40	29.80	30.80	32.00	†33.00	†34.00	†40.50	†41.50	43.00	44.50	46.00	†47.50	53.50	†55.50	57.00	†74.00	†76.00
	"Gripper" N.S.	.....	†18.70	.....	†23.90	.....	26.10	†28.50	.....	.....	†33.00	35.80	37.20	37.50	†39.40	†40.25	†44.40	†45.00	46.80	48.75	52.50	†53.50	59.00	†61.00	63.50	†82.50	†85.00
Cupples Co.,	N.S.	.....	c14.50	.....	c20.00	.....	d24.25	.....	.....	.....	c32.35	d32.95	*34.80	q35.45	.....	.....	.....	d47.60	d48.10	d50.00	q50.55	.....	*59.60	.....	q62.60	.....	.....
St. Louis, Mo. April 16	Rhinos T.	.....	8.50	.....	10.20	.....	11.75	.....	.....	.....	14.50	15.00	16.00	17.00	.....		.....	18.00	18.50	20.00	21.00	.....	24.00	.....	25.00	.....	.....
Dayton Rubber Mfg. Co.,	P.	.....	c17.50	.....	c21.00	c23.45	25.10	.....	.....	†37.75	.....	d30.30	31.50	32.60	.....	34.70	†47.30	.....	40.25	41.60	42.75	43.85	†49.50	†50.90	52.00	.....	.....
Dayton, O.	N.S.	c22.00	c20.80	.....	c26.00	.....	29.80	.....	.....	.....	c36.10	d37.40	38.50	39.80	†41.25	43. 0	.....	.....	46.80	49.70	53.90	55.10	†61.00	†63.50	64.99	81.20	94.80
	R.T.	3.00	3.20	.....	4.10	4.25	.....	.....	.....	5.10	5.20	5.30	5.50	5.65	5.65	5.90	6.65	.....	7.10	7.25	7.50	7.75	8.50	8.70	9.00	10.30	10.50
Delion Tire & Rubber Co.,	P.	12.40	13.95	16.05	17.95	19.05	20.95	23.15	27.40	29.35	25.75	27.40	29.30	30.95	31.70	33.35	44.15	39.70	41.95	42.45	42.90	44.20	49.50	50.60	51.95	76.05	69.25
Trenton, N.J.	N.S.	13.95	15.10	17.35	20.95	21.90	23.05	24.60	32.45	33.05	29.10	30.45	32.75	33.90	35.50	36.40	49.85	44.05	44.85	45.90	47.30	49.25	54.25	55.85	58.05	86.65	76.50
	A1 R.T.	3.25	3.35	3.70	3.95	4.25	4.30	4.60	4.95	5.80	5.35	5.55	5.80	5.95	6.10	6.30	7.55	7.15	7.25	7.35	7.60	7.80	8.55	8.80	8.95	10.05	9.90
Diamond Rubber Co.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	23.00	25.75	24.30	24.75	25.95	26.50	30.25	28.25	37.00	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	67.75	61.20
Akron, O.	Squeegee N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	24.10	27.00	25.45	26.00	27.15	27.85	31.80	29.65	38.90	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	71.10	64.25
(see also Goodrich & Co. B.F.)	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	9.25	9.45
April 2	R.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.05	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	10.30	10.50
Double Fabric Tire Co.,	Xtra-Pli.	c14.85	c15.85	.....	c20.60	c22.15	*23.70	.....	.....	.....	c29.90	d32.25	*33.90	*34.60	.....	*36.85	.....	.....	*43.75	*45.35	*46.80	*49.05	*57.45	.....	*60.75	.....	.....
Auburn, Ind.	Duo Cord	c15.95	c16.95	.....	23.25	24.50	*25.60	.....	.....	.....	c31.95	d35.70	*37.35	*38.35	.....	*40.35	.....	.....	*47.70	*48.75	*50.25	*51.65	*60.75	.....	*63.85	.....	.....
April 25	Anti-Pinch T.	3.50	3.65	.....	4.20	4.25	4.30	4.60	4.95	.....	5.80	5.90	6.10	6.20	6.40	6.55	.....	.....	7.75	7.90	8.10	8.25	9.45	9.60	9.80	10.45	.....
(4000 miles)	Brasil G.T.	3.15	3.35	.....	3.80	3.85	4.05	4.15	4.35	.....	5.15	5.35	5.45	5.55	5.80	5.90	.....	.....	7.05	7.15	7.25	7.35	8.55	8.65	8.85	9.35	.....
Dreadnought Tire & Rubber Co.,	P.	.....	13.85	.....	17.95	c19.10	20.55	26.10	.....	.....	c27.45	*28.50	*29.60	*29.95	31.45	†32.90	.....	38.75	*39.85	*41.65	*42.30	*44.50	*46.60	47.25	*49.35	65.85	68.00
Baltimore, Md.	N.S.	.....	16.35	.....	20.50	c21.60	23.75	29.60	.....	.....	c31.55	*32.10	*33.75	*34.45	35.95	†36.35	.....	44.15	*44.75	*46.75	*47.50	*49.70	*54.60	55.70	*57.75	74.25	76.00
April 10 (5000 miles)	R.T.	.....	3.40	.....	4.15	4.25	4.40	4.65	.....	.....	5.50	5.65	5.90	6.15	6.30	6.45	.....	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	10.45	10.80
Dry Climate Tire & Rubber Co.,	P.	13.80	11.85	.....	15.85	18.75	21.10	22.90	24.60	26.40	24.60	25.50	26.50	27.40	28.20	29.10	35.20	32.60	33.65	34.75	35.70	36.70	41.50	42.60	43.70	57.00	58.20
Arvada, Colo.	N.S.	15.00	15.00	.....	17.95	22.00	23.10	25.05	.....	.....	27.90	28.90	29.70	30.80	31.50	32.45	.....	34.80	36.00	37.10	40.20	41.10	45.75	46.80	50.00	62.50	64.50
	G.T.	2.75	2.85	3.00	3.65	3.80	3.95	4.45	4.50	4.55	4.65	4.75	4.90	5.05	5.15	5.25	5.95	6.15	6.35	6.45	6.65	6.90	7.55	7.75	8.00	9.15	9.35
	R.T.	3.05	3.15	3.40	4.05	4.20	4.50	4.70	4.95	5.05	5.15	5.25	5.45	5.65	5.75	5.85	6.60	6.80	7.05	7.20	7.45	7.70	8.45	8.65	8.90	10.20	10.40
Dunlop Tire Sales Co.,	Cross Grove	.....	21.70	.....	26.95	28.50	30.35	32.70	.....	.....	36.40	39.70	41.80	43.80	45.90	48.40	49.40	50.75	51.25	54.45	55.00	57.00	60.70	63.25	65.80	74.05	.....
New York City	Traction N.S.	.....	23.65	.....	31.90	33.55	34.65	37.20	.....	.....	43.65	47.30	50.05	52.35	54.45	56.20	56.75	58.75	60.70	62.70	64.80	66.80	75.00	78.35	79.65	87.10	92.40
	Tubes	4.40	4.50	.....	5.60	5.75	5.85	6.60	6.85	.....	7.05	7.25	7.50	7.75	8.25	8.35	9.50	9.60	9.75	10.00	10.25	10.50	11.75	12.15	12.25	13.40	13.80
East Palestine Rubber Co.,	P.	c17.30	c17.70	.....	†21.50	c23.85	25.30	*27.50	.....	.....	§29.55	*30.40	*31.50	*32.60	*33.85	*34.95	.....	*39.20	*40.50	*41.75	*44.05	*45.25	*51.10	*53.55	*53.85	*73.95	q80.20
Pittsburgh, Pa., "Nabob"	N.S.	.....	c21.15	.....	†26.45	c27.30	30.20	*32.80	.....	.....	§36.50	*37.70	*38.80	*40.20	*41.50	*43.80	.....	*45.45	*47.10	*49.90	*54.20	*55.30	*61.60	*64.00	*65.50	*81.50	q94.80
	R.T.	3.25	3.35	.....	4.30	4.45	4.60	4.95	.....	.....	5.45	5.55	5.75	5.95	6.05	6.20	.....	7.25	7.45	7.60	7.85	8.10	8.90	9.15	9.45	10.80	11.05
Ehman Tire & Rubber Co.,	P.	12.55	12.20	.....	15.85	16.70	18.55	21.65	.....	.....	24.30	24.75	25.95	26.50	30.25	28.25	.....	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	.....	.....
Chicago, Ill.	N.S.	13.15	12.80	.....	16.60	17.55	19.45	22.70	.....	.....	25.45	26.00	27.15	27.85	31.80	29.65	.....	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	.....	.....
April 2 (3500 miles)	G.T.	3.10	3.05	.....	3.75	3.80	3.85	4.55	.....	.....	4.75	4.85	5.00	5.15	5.80	5.50	.....	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	.....	.....
	R.T.	3.30	3.40	.....	4.25	4.35	4.45	4.85	.....	.....	5.45	5.50	5.60	5.70	5.95	6.05	.....	7.30	7.35	7.50	7.65	7.75	8.80	9.00	9.20	.....	.....
Emipre Rubber & Tire Co.,	Grey P.	c12.05	c13.80	.....	17.40	c18.25	20.15	22.45	23.55	.....	26.95	27.35	28.60	29.10	30.30	30.50	.....	39.50	39.80	41.40	41.90	43.45	48.80	50.05	51.95	.....	.....
Trenton, N.J.	Grey N.S.	c14.55	c15.40	.....	19.50	c20.35	22.55	25.10	26.35	.....	30.10	30.65	32.00	32.55	33.90	34.15	44.30	44.20	44.55	46.40	46.95	48.60	55.40	56.00	58.20	.....	.....
April 2	Grey Tubes	3.00	3.15	3.30	3.60	3.70	3.75	3.90	4.10	4.80	4.90	5.05	5.15	5.30	5.45	5.60	6.45	6.60	6.65	6.75	6.85	7.05	8.10	8.20	8.40	9.00	9.15
	Red P.	c16.30	c17.30	.....	22.65	c23.75	25.95	29.50	31.00	.....	34.55	35.20	37.00	37.85	39.60	40.20	.....	51.35	50.50	52.70	54.65	55.75	58.85	59.75	62.35	.....	.....
	Red N.S.	c17.05	c18.20	.....	23.75	c25.00	27.35	31.00	32.70	.....	36.35	37.10	38.95	39.75	41.70	42.35	52.90	54.05	53.15	55.45	57.60	58.70	62.00	62.90	65.65	.....	.....
	Red Tubes	3.45	3.65	3.85	4.05	4.20	4.20	4.65	5.15	5.35	5.55	5.65	5.90	6.05	6.20	6.40	7.65	7.80	7.90	8.15	8.35	8.50	9.50	10.00	10.10	10.95	11.10
	Peerless Tubes	4.75	4.95	5.30	6.65	6.85	7.10	7.50	7.85	8.15	8.50	8.70	8.95	9.20	9.45	9.75	11.45	11.65	11.95	12.15	12.55	12.90	13.75	14.10	14.65	17.20	17.65

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Endurance Tire &	Ball Bearing N.S.	....	c16.75	....	c21.75	....	d25.00	....	....	....	†33.00	d34.00	*36.25	*38.00	....	....	....	....	d47.25	d49.50	*50.50	....	....	....	*59.50	....	....
Rubber Co.,	G.T.	3.45	3.60	3.85	4.05	4.20	4.25	4.60	4.80	5.50	5.50	5.60	5.70	5.95	6.15	6.15	7.30	7.30	7.35	7.55	7.70	7.85	9.10	9.30	9.30	10.50	10.65
New Brunswick, N.J.	R.T.	3.85	3.90	4.35	4.90	5.00	5.10	5.75	6.00	6.15	6.15	6.40	6.60	6.80	6.25	8.35	8.35	8.55	8.55	8.75	8.95	9.20	10.30	10.65	10.65	11.75	12.10
April 6	Durable G.T.	3.10	3.20	3.45	3.65	3.75	3.85	4.15	4.30	4.90	4.90	5.10	5.20	5.35	5.55	5.55	6.60	6.60	6.65	6.75	6.90	7.10	8.10	8.40	8.40	9.40	9.55
	Durable R.T.	3.45	3.60	3.85	4.05	4.20	4.25	4.60	4.80	5.50	5.50	5.60	5.70	5.95	6.15	6.15	7.30	7.30	7.35	7.55	7.70	7.85	9.10	9.30	9.30	10.50	10.65
Essex Rubber Co.,	G.B.	2.60	2.75	....	3.40	3.50	3.65	3.90	....	....	4.40	4.55	4.70	4.80	4.95	5.15	....	....	5.85	6.00	6.25	6.45	7.30	7.40	7.55	....	....
Trenton, N.J. April 2	R.T.	3.30	3.40	....	4.25	4.35	4.45	4.85	....	....	5.45	5.50	5.60	5.70	5.95	6.05	....	....	7.35	7.50	7.65	7.75	8.80	9.00	9.20	....	....
Eureka Tire Co., Inc.,	P.	12.55	12.20	....	15.85	16.70	18.55	21.65	....	25.75	24.30	24.75	25.95	26.50	30.25	28.25	....	....	35.70	37.35	37.95	39.50	42.65	48.25	45.15	....	61.20
Trenton, N.J.	N.S.	13.15	12.80	....	16.60	17.55	19.50	22.70	....	27.00	25.45	26.00	27.20	27.85	31.80	29.65	....	....	3.755	39.20	39.90	41.45	44.80	50.65	47.40	....	64.25
April 15	G.T.	2.90	3.00	....	3.40	3.50	3.60	3.80	....	4.60	4.70	4.85	4.95	5.10	5.20	5.40	....	....	6.35	6.50	6.60	6.70	7.80	7.90	8.00	....	8.70
	R.T.	3.20	3.30	....	3.80	3.90	4.00	4.20	....	5.10	5.20	5.35	5.50	5.70	5.80	5.95	....	....	7.05	7.20	7.35	7.50	8.55	8.75	8.85	....	9.65
Falls Rubber Co.,	P.	16.80	17.55	....	22.90	23.85	24.50	26.60	....	30.45	31.60	32.90	34.10	35.25	36.25	37.40	41.90	43.15	44.55	45.90	47.00	48.55	56.30	57.85	61.25	....	....
Cuyahoga Falls, O.	N.S.	19.90	20.90	....	27.20	28.45	29.20	31.80	....	37.55	38.95	40.45	41.60	42.95	44.05	45.40	48.75	50.95	51.80	52.80	55.15	56.35	65.85	67.20	68.75	82.45	83.40
	Pure Gum R.T.	3.95	4.15	....	5.65	5.80	5.95	6.25	....	7.20	7.40	7.60	7.80	8.00	8.20	8.40	9.30	9.55	9.80	10.05	10.30	10.55	11.50	11.80	12.05	13.55	14.15
Federal Rubber Co.,	P.	c13.00	c12.65	....	c16.40	c17.35	19.20	*22.45	....	....	e25.15	*25.65	*26.90	*27.45	*31.30	*29.25	....	d35.80	*36.95	*38.65	*39.25	*40.85	*44.10	q49.95	*46.75	....	....
Cudahy, Wis.	Traffic	c13.60	c13.25	....	c17.20	c18.15	20.15	*23.50	....	....	e26.35	*26.95	*28.10	*28.80	*32.90	*30.70	....	d37.55	*38.90	*40.60	*41.25	*42.90	*46.30	q52.45	*49.05	....	....
April 5	Ruggid	c15.30	c14.90	....	c19.35	....	22.65	*26.40	....	....	e29.65	d30.30	*31.60	*32.45	d37.00	*34.55	....	d42.25	*43.75	*45.65	*46.40	*48.30	*52.10	q58.95	*55.30	....	....
	G.T.	3.10	3.05	....	3.75	3.80	3.95	4.70	....	....	4.85	5.05	5.05	5.30	5.65	5.65	....	6.35	6.55	6.55	6.80	7.05	8.00	8.30	8.30	....	....
	"Red Skin" T.	3.70	3.45	....	4.35	4.70	4.55	5.45	....	....	5.55	5.80	5.80	6.10	6.55	6.55	....	7.25	7.50	7.50	7.85	8.10	9.20	9.50	9.50	....	....
Firestone Tire & Rubber Co.,	P.	12.25	12.75	16.60	16.25	17.75	19.20	31.65	27.25	29.00	25.30	25.75	27.25	27.70	28.75	29.25	42.70	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	75.65	81.15
Akron, O.	N.S.	13.75	14.25	18.85	18.15	19.40	21.45	24.50	31.10	34.10	28.65	29.15	30.80	31.35	33.00	33.55	48.40	42.15	42.50	44.20	44.70	46.40	54.50	55.50	57.35	86.65	92.15
April 2	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	6.60	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	9.20	9.45
	R.T.	3.30	3.40	3.85	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	7.70	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	10.45	10.80
Fisk Rubber Co.,	P.	c12.55	c12.20	c16.30	15.85	c16.70	18.55	21.65	†23.75	†29.35	†24.30	24.75	25.95	26.50	30.25	28.25	....	d34.60	35.70	37.35	37.95	*39.50	*42.65	48.25	45.15	q67.75	....
Chicopee Falls, Mass.	N.S.	c13.15	c12.80	....	16.60	c17.55	19.45	22.70	....	30.85	†25.45	26.00	27.15	27.85	31.80	29.65	d38.90	d36.30	37.55	39.20	39.90	*41.45	*44.75	50.65	47.40	q71.10	....
	Red Top N.S.	....	c16.65	....	20.80	21.95	24.30	....	....	....	†30.60	31.25	32.60	33.40	....	35.60	d46.65	d43.55	45.10	47.10	47.85	*49.80	*53.75	60.80	56.85	....	q77.10
	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.75	4.75	4.95	4.95	5.15	5.50	5.50	6.15	6.15	6.40	6.40	6.65	6.90	7.80	8.10	8.10	9.25	9.45
	R.T.	....	3.45	....	4.30	....	4.40	5.20	....	5.45	5.45	5.70	5.70	5.95	6.35	6.35	7.10	7.10	7.30	7.30	7.65	7.90	8.95	9.30	9.30	....	10.90
General Tire & Rubber Co.,	P.	c14.75	c15.35	....	c19.15	22.20	23.80	*27.05	....	....	e31.10	*31.55	*33.45	*34.05	*35.30	*35.80	....	*42.50	*43.90	*46.00	*46.55	*48.60	*57.65	q58.80	*59.60	....	....
Akron, O.	N.S.	c16.70	c17.75	....	c22.50	c24.25	26.75	*30.60	....	....	e35.15	*35.80	*37.85	*38.55	*40.55	*41.20	....	*49.70	*51.10	*53.75	*54.55	*56.85	*64.75	q66.15	*67.05	....	....
March 31 (5000 miles)	G.T.	3.05	3.10	3.55	3.70	3.90	4.05	4.30	....	....	5.00	5.25	5.45	5.60	5.80	5.90	....	6.90	7.00	7.20	7.55	7.70	8.30	8.50	8.75	....	10.20
	R.T.	3.85	4.00	4.60	4.85	4.90	5.10	5.40	....	....	6.40	6.60	6.90	7.00	7.35	7.50	....	8.35	8.50	8.70	9.00	9.20	10.25	10.30	10.55	....	12.55
Giant Tire Co.,	N.S.	....	c7.60	....	c9.55	....	*10.95	....	....	....	....	....	*13.70	*14.10	....	*14.85	....	....	*17.45	*18.10	*19.20	....	....	....	*23.35	....	....
Akron, O.	G.T.	....	1.95	....	2.20	....	2.35	....	....	....	....	....	3.25	3.35	....	3.50	....	....	4.15	4.25	4.35	....	....	....	5.20	....	....
Gillette Rubber Co.,	P.	12.30	11.40	....	14.85	....	17.40	19.70	....	....	23.30	23.65	24.75	25.20	27.75	26.60	....	....	31.20	35.75	36.30	....	41.00	46.50	43.25	....	....
Eau Claire, Wis.,	N.S.	....	12.90	....	16.75	....	19.90	22.25	....	....	26.05	26.50	28.00	28.50	30.00	30.50	....	....	38.65	40.20	40.65	....	47.80	48.80	50.35	....	....
"Gillette Safety"	G.T.	2.75	2.85	....	3.35	....	3.40	3.60	....	....	4.45	4.60	4.75	4.85	4.95	5.05	....	....	6.05	6.15	6.25	....	7.35	7.50	7.65	....	....
	R.T.	....	3.70	....	4.25	....	4.40	4.70	....	....	5.80	6.00	6.15	6.30	....	6.55	....	....	7.85	8.00	8.15	....	9.55	9.75	9.95	....	....
Globe Rubber Tire	(5000 miles) P.	18.50	†18.20	†22.95	23.70	†26.20	26.95	29.30	....	†33.85	†32.10	32.45	34.05	35.65	35.65	36.85	†45.85	d42.40	43.95	45.30	46.60	47.90	53.75	55.55	56.85	†73.95	†75.45
Mfg. Co.,	Good Grip (6000 miles) N.S	†20.80	†20.70	†25.45	26.20	†28.60	30.20	33.75	....	†37.30	†35.45	36.05	37.65	38.35	39.90	40.25	†50.00	d47.25	49.35	52.25	55.40	57.30	61.85	63.15	67.55	†84.35	†90.45
Trenton, N.J.	R.T.	3.25	3.40	3.65	3.95	4.15	4.20	4.40	....	5.45	5.55	5.70	5.90	6.05	6.15	6.35	7.20	7.30	7.45	7.55	7.75	7.90	8.85	9.10	9.20	10.25	10.40
April 2	G.T.	2.85	3.05	3.25	3.60	3.65	3.70	3.90	....	4.80	4.95	5.05	5.25	5.35	5.50	5.60	6.40	6.50	6.60	6.70	6.90	7.00	7.90	8.05	8.20	9.10	9.30
Goodrich Co., B.F.,	P.	11.40	11.10	14.80	14.40	15.20	16.85	19.70	20.90	23.40	22.10	22.50	23.60	24.10	27.50	25.70	33.65	31.45	32.45	33.95	34.50	35.90	38.75	43.85	41.05	61.00	55.65
Akron, O.	N.S.	11.95	11.65	15.55	15.10	15.95	17.70	20.65	21.90	24.55	23.15	23.65	24.70	25.30	28.90	26.95	35.35	33.00	34.15	35.65	36.25	37.70	40.70	46.05	43.10	64.65	58.40
	G.T.	2.80	2.75	3.10	3.40	3.45	3.50	4.15	4.35	4.50	4.30	4.40	4.55	4.70	5.25	5.00	5.90	5.60	5.70	5.85	6.05	6.25	7.10	7.80	7.35	8.40	8.60
	B.T.	3.10	3.05	3.45	3.80	3.85	3.90	4.60	4.85	5.00	4.80	4.90	5.05	5.20	5.85	5.55	6.55	6.20	6.35	6.50	6.70	6.95	7.90	8.65	8.15	9.35	9.55
	Silvertown Cord N.S.	....	....	....	....	....	31.10	....	....	....	....	39.55	40.60	41.70	....	43.75	44.55	45.70	46.90	48.05	49.20	50.35	58.35	59.70	61.10	....	74.10
	Silvertown Safety	....	....	....	....	....	32.65	....	....	....	....	41.55	42.65	43.80	....	45.95	46.80	48.00	49.25	50.45	51.65	52.85	61.25	62.70	64.15	....	77.80
Goodyear Tire & Rubber Co.,	P.	c11.00	c11.85	c15.10	§15.35	c16.20	17.65	*20.00	....	....	§23.50	24.00	25.20	25.75	*26.95	27.35	d32.10	d33.10	34.20	*35.75	36.30	*37.85	*39.95	40.55	*42.30	d68.70	....
Akron, O.	All Weather N.S.	c12.90	c13.85	c17.65	§17.95	c19.00	20.65	*23.40	....	....	§27.50	28.10	29.50	30.15	*31.50	32.00	d37.55	d38.75	40.00	*41.80	42.45	*44.30	*49.95	50.65	*52.90	d85.85	....
	Regular Tubes	2.75	2.85	3.05	3.25	3.35	3.40	3.60	....	....	4.45	4.60	4.75	4.85	4.95	5.05	5.90	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.65	....	....
	Heavy Touring Tubes	....	3.70	....	4.25	....	4.40	4.70	....	....	5.80	6.00	6.15	6.30	....	6.55	7.65	....	7.85	8.00	8.15	8.40	9.55	9.75	9.95	10.65	10.80
	Cord Ribbed	....	....	....	d29.10	....	d31.10	d33.10	....	....	d38.20	d39.55	d40.60	d41.70	....	....	d44.55	d45.70	*46.90	d48.05	*49.20	....	*58.35	....	*61.10	....	*74.10
	Cord N.S.	....	....	....	d32.75	....	d35.00	d37.25	....	....	d43.00	d44.50	d45.70	d46.90	....	....	d50.15	d51.40	*52.75	d54.05	*55.35	....	*65.65	....	*68.75	....	*83.35
Gordon Tire & Rubber Co.,	P.	....	c14.35	....	c18.35	....	d21.55	....	....	....	e28.45	e29.05	d30.45	d31.20	....	....	....	....	....	d43.60	d43.95	....	50.75	....	e53.80	....	....
Canton, O.	N.S.	c14.20	c15.25	....	c19.40	c20.90	22.70	q25.75	....	....	e30.25	30.90	32.45	33.15	*34.65	35.20	....	d42.65	*44.00	46.00	46.70	*48.75	*57.70	q58.50	61.10	....	....
April 2 (5000 miles)	G.T.	3.40	3.55	....	4.05	4.30	4.45	4.80	....	....	5.75	5.95	6.10	6.25	6.35	6.50	....	7.70	7.80	7.90	8.05	8.35	9.45	9.70	9.85	....	....
	R.T.	3.85	3.95	....	4.50	4.75	4.95	5.35	....	....	6.40	6.60	6.75	6.95	7.05	7.20	....	8.50	8.65	8.80	8.95	9.25	10.50	10.75	10.95	....	....
Great Easton Rubber Co.,	P.	15.85	13.65	....	20.30	22.45	23.10	25.15	....	....	27.50	28.85	30.20	30.60	31.00	32.00	....	d38.40	38.95	40.00	41.00	42.05	47.10	48.65	49.75	....	....
Allentown, Pa.,	N.S.	17.85	17.75	....	22.45	24.55	25.90	28.95	....	....	32.80	33.95	34.30	35.35	36.20	36.95	....	d44.50	46.30	47.60	48.50	49.90	55.65	57.90	59.95	....	....
"Crown"	G.T.	2.85	2.90	....	3.45	3.60	3.75	3.95	....	....	4.60	4.85	5.05	5.20	5.35	5.45	....	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	....	....
April 2	R.T.	3.30	3.40	....	4.15	4.25	4.40	4.65	....	....	5.50	5.65	5.90	6.15	6.30	6.45	....	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.50	....	....
Gryphon Rubber & Tire Co.,	P.	13.15	13.40	....	17.00	18.75	20.65	23.45	....	....	27.35	27.80	29.35	29.95	31.30	31.65	....	40.35	41.00	42.55	43.25	45.05	49.90	50.90	51.60	....	....
7 Pine St., N.Y. City	N.S.	14.90	15.25	....	19.40	21.10	23.85	26.40	....	....	31.25	32.95	33.80	34.70	35.65	36.15	....	43.80	44.90	45.90	48.05	49.40	56.05	57.25	58.05	....	....
	G.T.	2.70	2.75	3.20	3.20	3.50	3.55	3.85	....	....	4.70	4.90	5.10	5.25	5.40	5.55	....	6.20	6.30	6.50	6.65	6.75	7.40	7.50	7.65	....	9.25
	R.T.	2.70	2.75	3.20	3.20	3.50	3.55	3.85	....	....	4.70	4.90	5.10	5.25	5.40	5.55	....	6.20	6.30	6.50	6.65	6.75	7.40	7.50	7.65	....	9.25
Hamilton Rubber Mfg. Co.,	N.S.	†11.50	†12.30	....	†15.95	†16.80	18.35	20.75	†21.95	†23.20	†24.50	24.95	26.20	26.75	28.10	28.55	....	†34.10	35.65	37.25	37.80	39.35	41.60	42.25	44.05	....	†60.65
Trenton, N.J.	Pure Gum T.	2.70	2.85	....	3.30	3.40	3.50	3.70	3.95	4.30	4.45	4.65	4.80	4.95	5.05	5.20	....	....	6.00	6.15	6.30	6.45	7.30	7.45	7.60	....	8.15
	Perfection Pink T.	3.00	3.25	....	3.90	3.95	4.05	4.25	4.50	5.00	5.15	5.35	5.50	5.65	5.85	6.00	....	....	7.05	7.20	7.40	7.55	8.50	8.65	8.80	....	9.35
Hardman Tire & Rubber Co.,	P.	....	18.00	19.00	22.50	24.00	25.75	28.00	....	....	31.00	32.00	35.00	37.00	38.00	40.00	42.00	43.50	45.00	47.00	49.00	51.00	54.50	56.00	58.00	77.00	80.00
Belleville, N.J.	(5000 miles) N.S.	....	21.25	24.35	26.75	27.50	30.00	32.50	....	....	37.00	39.00	40.25	41.50	42.50	44.00	46.00	47.50	49.75	53.00	56.75	58.00	64.50	67.00	69.00	86.00	91.00
April	R.T.	....	3.95	4.35	5.00	5.10	5.25	5.85	....	....	6.30	6.50	6.75	6.95	7.30	7.40	8.40	8.50	8.70	8.90	9.20	9.35	10.45	10.75	10.90	12.50	12.75
	Junior (3500 miles) P.	....	13.75	....	18.50	19.50	20.75	23.50	....	....	25.25	26.75	28.50	29.50	31.75	33.25	38.50	39.50	41.00	42.00	43.75	45.50	49.25	51.00	53.00	....	....
	N.S.	....	15.00	....	19.50	20.50	22.00	25.00	....	....	27.00	28.00	29.50	31.00	33.00	34.50	40.00	41.00	42.50	43.50	45.00	47.00	51.00	52.75	55.00	....	....
	G.T.	....	3.75	....	4.30	4.40	4.50	4.85	....	....	5.75	5.85	6.00	6.20	6.40	6.45	7.55	7.60	7.70	7.85	8.05	8.20	9.35	9.50	9.60	....	....

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Hendrie Rubber Co., W.C.	P.	13.30	13.75	14.85	16.45	17.55	18.40	20.60	......	23.95	24.40	25.30	25.90	26.50	27.40	27.55	33.60	34.25	34.80	36.15	36.60	37.90	43.25	44.20	46.90	57.50	59.65
Torrance, Cal.	Inset N.S.	15.85	16.65	17.55	19.95	20.40	22.05	24.15	......	27.30	28.25	29.00	29.95	30.60	31.45	31.95	38.45	39.05	39.70	42.60	43.20	44.75	51.10	51.55	52.65	64.75	70.45
	California N.S.	18.20	19.10	20.15	22.95	23.40	26.35	27.75	......	31.35	32.50	33.30	34.45	35.20	36.20	36.75	44.20	44.95	45.60	49.00	49.65	51.45	58.75	59.25	60.55	74.50	81.00
	G.T.	3.15	3.30	3.70	3.85	4.00	4.05	4.30	......	5.25	5.35	5.50	5.70	5.85	5.95	6.10	6.95	7.10	7.15	7.25	7.50	7.60	8.55	8.25	8.90	9.80	10.60
	California R.T.	3.95	4.00	4.10	4.80	4.85	4.90	5.20	......	6.10	6.25	6.35	6.50	6.65	6.75	6.90	8.35	8.55	8.75	8.95	9.15	9.35	10.60	10.70	10.90	11.45	11.60
Hercules Tire Co.,	R.	8.40	8.90	......	11.49	12.00	13.20	14.80	......	......	17.80	18.10	18.85	19.20	20.00	20.30	......	24.80	25.80	26.75	27.10	28.10	30.50	30.80	32.00	......	......
Honeywell St.,	N.S.	8.85	9.40	......	12.10	12.65	13.90	15.50	......	......	18.70	19.00	19.80	20.20	21.00	21.35	......	26.05	27.10	28.10	28.40	29.50	32.00	32.40	33.60	......	......
Long Island City, N.Y.	T.	2.25	2.34	......	2.66	2.70	2.79	2.92	......	......	3.65	3.78	3.87	3.96	4.05	4.15	......	4.90	4.95	5.05	5.15	5.25	6.05	6.10	6.25	......	......
Hood Tire Co.,	P.	c16.20	c16.75	c17.95	22.10	c23.70	24.90	*26.30	......	......	c30.30	30.90	31.50	32.25	33.20	34.15	d39.95	q41.75	42.55	43.50	44.45	*45.50	*53.20	†54.60	55.85	q71.00	q72.40
Watertown, Mass.	Arrow N.S.	c18.70	c19.50	c20.50	26.10	c27.80	29.10	*32.50	......	......	c36.10	36.90	37.70	38.60	39.55	40.55	d48.70	q49.30	49.90	50.70	51.30	*52.30	*60.15	†62.80	63.25	q76.00	q78.00
	Puritan P.	......	c13.50	......	c15.75	c17.00	17.50	*20.00	......	......	c24.35	*25.00	*25.65	*26.25	q27.25	*27.85	......	*33.50	*34.50	*35.75	*36.50	*37.75	*43.00	q44.50	q45.50	......	......
	Puritan N.S.	......	c15.20	......	c18.00	c19.25	20.50	*23.50	......	......	c29.15	*29.50	*29.85	*30.35	q31.05	*32.05	......	*39.50	*40.35	*41.75	*42.50	*43.50	*49.50	q51.00	q52.00	......	......
	Hood T.	3.30	3.45	3.65	4.30	4.40	4.50	4.70	......	5.10	5.25	5.35	5.50	5.65	5.80	5.95	6.75	6.90	7.05	7.20	7.35	7.50	8.45	8.60	8.75	10.00	10.50
	Puritan T.	3.05	3.10	......	3.65	3.75	3.85	4.25	4.45	4.35	4.50	4.65	4.75	4.90	5.05	5.20	6.05	6.15	6.25	6.40	6.50	6.75	7.50	7.70	7.80	8.50	8.65
Howe Rubber Co.,	N.S.	c19.20	c20.20	......	c25.70	......	*29.40	q31.25	......	......	c35.70	*36.80	*37.75	*39.00	q40.50	*42.80	......	d46.25	*48.20	*50.25	*52.80	q54.05	*60.00	q62.50	*63.95	......	......
New Brunswick, N.J.	G.T.	2.75	2.85	3.05	3.25	3.35	3.45	3.60	......	4.35	4.45	4.65	4.75	4.85	4.95	5.10	5.90	6.00	6.05	6.15	6.25	6.45	7.40	7.50	7.65	8.25	8.35
Feb. 1	R.T.	3.40	3.45	3.60	4.15	4.20	4.35	4.60	......	5.30	5.40	5.50	5.65	5.75	5.90	6.00	7.30	7.45	7.60	7.85	7.95	8.15	9.25	9.35	9.45	10.00	10.10
Indiana Rubber & Ins. Wire Co.,	P.	11.15	11.40	15.10	14.45	15.80	17.40	19.70	......	......	23.00	23.40	24.75	25.20	26.15	26.60	......	33.75	34.50	35.75	36.30	37.75	42.00	42.75	44.00	......	......
Jonesboro, Ind.	N.S.	c12.50	§12.90	*17.15	§16.40	§17.65	*19.50	*22.25	......	......	§26.05	*26.50	*28.00	*28.50	*30.00	*30.50	......	*38.30	*38.65	*40.20	*40.65	*42.15	*47.95	*48.55	*50.35	......	......
January 1 (3500 miles)	G.T.	2.60	2.65	3.05	3.00	3.25	3.35	3.60	......	......	4.20	4.40	4.60	4.75	4.85	4.95	......	5.60	5.70	5.90	6.00	6.15	6.75	6.85	6.95	......	......
	R.T.	3.00	3.10	3.45	3.55	3.75	3.95	4.15	......	......	4.90	5.00	5.25	5.35	5.45	5.55	......	6.50	6.65	6.75	6.90	7.10	7.85	8.05	8.20	......	......
Kansas City Tire &	Chester P.	†12.25	†12.75	†16.60	†16.25	†17.75	19.20	21.65	†27.25	†29.00	†25.30	25.75	27.25	27.70	†28.75	†29.25	......	......	†37.95	39.30	39.95	†41.55	46.25	†47.05	48.75	......	......
Rubber Corp.,	Chester N.S.	†13.75	†14.25	†18.85	†18.15	†19.40	21.45	24.50	†31.10	†34.10	†28.65	29.15	30.80	31.35	†33.00	†33.55	......	......	†42.50	44.20	44.70	†46.40	54.50	†55.50	57.35	......	......
Chester, W. Va.	"Bull" P.	c12.25	c12.75	......	c16.25	c17.75	19.20	*21.65	......	......	25.30	§25.75	*27.25	*27.70	*28.75	q29.25	......	......	q37.95	*39.30	*39.95	q41.55	*46.25	q47.05	*48.75	......	......
April 2 (4000 miles)	"Bull" N.S.	c13.75	c14.25	......	c18.15	c19.40	21.45	*24.50	......	......	28.65	§29.15	*30.80	*31.35	*33.00	q33.55	......	......	q42.50	*44.20	*44.70	q46.40	*54.50	q55.20	*57.35	......	......
	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	......	......	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	R.T.	3.30	3.40	3.80	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
Keaton Tire & Rubber Co.,	P.	......	17.00	......	21.95	......	23.95	......	......	......	29.90	32.15	32.90	34.65	......	37.10	......	42.05	43.20	44.40	45.40	46.55	54.40	55.70	57.20	68.40	70.20
San Francisco, Cal.	N.S.	......	......	......	23.90	......	26.40	......	......	......	34.95	37.30	37.90	39.85	......	42.25	......	47.95	49.55	51.00	52.85	53.85	60.75	62.95	65.10	78.30	80.80
	R.T.	......	3.55	......	4.20	......	4.40	......	......	......	5.45	5.55	5.70	5.95	......	6.20	......	7.20	7.40	7.60	7.80	7.95	9.20	9.35	9.55	10.50	10.75
Kelly Springfield Tire (5000 miles)	P.	c19.70	c18.85	......	22.90	†25.40	26.90	29.25	†37.80	†40.45	*31.50	32.65	33.90	35.05	36.10	37.20	†50.60	†41.70	43.15	44.45	45.70	46.90	53.05	54.60	55.95	†72.95	†83.80
Co., (6000 miles)	Driving T.	......	......	......	......	......	......	......	......	......	c38.30	*39.35	*40.45	*41.60	*43.80	*45.95	......	*48.10	*49.90	*52.25	*57.55	*58.60	*65.00	*68.00	*69.25	......	q90.55
New York (6000 m.)	Kant Slip N.S.	c23.90	c22.50	......	c28.15	c29.05	32.15	*34.90	......	......	†38.85	*40.10	*41.30	*42.75	*44.15	*46.60	......	*48.35	*50.10	*53.10	57.65	*58.85	*65.55	68.10	69.70	q86.70	q100.85
April 22	G. & R. Tubes	3.45	3.55	3.80	4.55	4.70	4.90	5.20	5.55	5.65	5.80	5.90	6.10	6.30	6.40	6.55	7.40	7.65	7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65
Knight Tire &	Blackstone P.	......	14.25	......	18.15	19.40	21.45	30.40	......	......	28.65	29.15	30.80	31.35	......	33.55	......	42.15	42.50	44.20	44.70	......	......	......	57.35	......	......
Rubber Co.,	Knight P.	......	20.50	......	25.40	27.30	28.00	34.90	......	......	33.80	34.95	36.00	37.30	......	39.30	......	43.10	44.30	45.45	47.45	49.55	55.45	56.60	58.85	......	......
Canton, O.	N.S.	......	22.50	......	28.15	29.05	32.15	......	......	......	38.85	40.10	41.30	42.75	......	46.60	......	48.35	50.10	53.10	57.65	58.85	65.55	68.10	69.70	86.70	92.85
April 9	Silver King T.	......	3.10	......	3.60	3.75	3.80	4.05	......	......	4.80	4.95	5.10	5.30	......	5.55	......	6.35	6.40	6.60	6.70	6.90	7.75	7.90	8.05	......	......
	Knight T.	......	3.65	......	4.65	4.85	5.00	5.40	......	......	5.80	6.00	6.25	6.50	6.75	7.00	......	7.90	8.10	8.30	8.60	9.00	9.40	9.80	10.10	11.50	13.00
Kokomo Rubber Co.,	P.	c14.10	c14.65	......	c19.05	......	§22.00	......	......	......	c29.15	d29.70	*31.15	*31.80	......	*33.95	......	......	*42.85	*44.80	*45.55	*47.40	......	......	*54.15	......	......
Kokomo, Ind.	N.S.	c14.80	c15.40	......	c19.90	......	§23.35	......	......	......	c30.60	d31.25	*32.60	*33.40	......	*35.60	......	......	*45.10	*47.10	*47.75	*49.75	......	......	*56.85	......	......
April 5	Kokomo G.T.	3.20	3.40	3.60	4.00	4.20	4.25	4.50	4.75	......	5.25	5.35	5.55	5.70	5.90	6.05	......	......	6.90	7.15	7.35	7.60	8.65	9.00	9.25	9.75	......
(5000 miles)	Standard R.T.	3.60	3.70	3.90	4.50	4.70	4.75	5.00	5.25	......	5.85	6.00	6.10	6.30	6.60	6.75	......	......	7.75	7.90	8.15	8.45	9.60	9.75	10.00	10.80	......
	Kokomo G.T.	3.85	3.95	4.40	4.75	4.95	5.00	4.55	5.65	......	6.20	6.30	7.50	6.70	6.90	7.15	......	......	8.15	8.40	8.65	8.95	10.15	10.35	10.55	12.05	......
	Everlaster R.T.	4.20	4.35	4.95	5.35	5.50	5.60	5.85	6.25	......	6.90	7.00	7.20	7.40	7.65	7.95	......	......	9.10	9.30	9.55	9.95	11.30	11.35	11.65	13.40	......
Lancaster Tire & Rubber Co.,	Clingstone P.	c12.10	c13.05	......	16.60	......	*19.40	......	......	......	c25.85	*26.40	*27.70	*28.35	*29.65	*30.10	......	......	*37.60	*39.35	*39.95	*41.65	*46.15	*46.85	*48.90	......	q66.85
Lancaster, O.	Clingstone N.S.	c14.20	c15.25	......	19.40	......	*22.70	......	......	......	c30.25	*30.90	*32.45	*33.15	*34.65	*35.20	......	......	*44.00	*46.00	*46.70	*48.75	*57.70	*58.50	*61.10	......	q83.50
April 10	Clingstone G.T.	2.95	3.05	......	3.45	......	3.80	......	......	......	4.90	5.05	5.25	5.35	5.45	5.55	......	......	6.65	6.75	6.90	7.10	8.10	8.25	8.40	......	9.20
(5000 miles)	Wiregrip P.	......	c18.85	......	22.90	c25.40	*26.90	......	......	......	c31.50	*32.65	*33.90	35.05	36.10	37.20	......	......	43.15	44.45	45.70	*46.90	*53.05	54.60	55.95	q72.95	q83.80
(6000 miles)	Wiregrip N.S.	......	c22.50	......	28.15	29.05	*32.15	......	......	......	c38.85	*40.10	*41.30	42.75	44.15	46.60	......	......	50.10	53.10	57.65	*58.85	*65.55	68.10	69.70	q86.70	q100.75
	Wiregrip G.T.	3.45	3.55	......	4.55	4.70	4.90	5.20	......	......	5.80	5.90	6.10	6.30	6.40	6.55	......	......	7.90	8.05	8.35	8.60	9.45	9.65	10.00	10.65	10.90
Lee Tire & Rubber Co.,	Lee Standard P.	13.80	13.20	15.35	17.10	18.60	19.50	23.20	25.55	26.55	24.65	26.50	27.50	28.50	31.20	30.35	37.90	38.80	38.20	39.70	40.20	41.85	45.20	45.90	47.60	69.10	71.45
Conshohocken, Pa.	Lee Standard N.S.	14.95	14.50	18.60	18.80	20.45	21.45	28.10	31.60	30.55	27.75	29.85	31.35	32.40	35.10	34.30	43.60	44.60	43.95	45.65	46.25	48.10	52.15	52.85	55.10	81.55	84.00
April 10	Puncture Proof P.	21.75	22.45	24.60	28.30	31.05	32.35	34.95	36.30	38.90	37.85	39.10	40.35	41.65	45.40	44.90	49.45	51.05	49.95	52.00	54.15	55.80	64.05	65.75	67.40	81.05	84.43
(5000 miles)	Puncture Proof N.S.	24.37	24.95	27.45	31.45	34.00	36.00	39.35	41.05	42.45	41.30	43.00	44.70	45.90	50.00	49.51	56.10	56.05	56.35	59.15	61.50	63.50	72.70	74.55	76.81	92.35	95.80
	G.T.	3.00	3.10	3.35	3.75	3.85	4.00	4.05	4.25	4.75	4.90	5.05	5.20	5.35	5.55	5.70	6.35	6.40	6.55	6.80	6.95	7.10	8.05	8.15	8.40	8.65	8.85
	Velvet R.T.	3.55	3.75	4.00	4.35	4.50	4.65	5.05	5.20	5.65	5.75	6.00	6.20	6.45	6.65	6.70	7.70	8.05	8.10	8.20	8.45	8.75	9.35	9.45	9.65	10.10	10.25
McCreary Tire & Rubber Co.,	P.	12.10	13.05	16.60	16.90	17.80	19.40	22.00	......	......	25.85	26.40	27.70	28.30	......	30.10	......	36.40	37.60	39.30	39.95	41.65	43.95	......	46.55	......	......
Indiana, Pa. Feb. 1 (4000 miles)	N.S.	14.20	15.25	19.40	19.75	20.90	22.70	25.75	......	......	32.25	30.90	32.45	33.15	......	35.20	......	42.60	44.00	46.00	46.70	48.75	54.95	......	58.20	......	......
McGraw Tire & Rubber	Imperial P.	c12.65	c12.40	c16.50	16.25	c16.90	18.90	21.95	c25.20	c26.35	c24.70	25.40	26.50	27.00	30.65	28.85	c37.00	......	36.15	37.90	38.50	39.65	43.35	48.30	45.90	......	......
Co.,	Pullman N.S.	c13.50	c13.00	......	16.70	c17.90	19.75	23.45	......	c27.45	c25.90	26.55	27.65	28.40	32.15	30.10	c39.00	d36.75	38.20	39.60	40.40	41.85	45.50	51.40	48.15	......	......
East Palestine, O.	Congress G.T.	3.10	3.05	3.50	3.55	3.85	3.95	4.55	4.70	4.95	4.75	4.85	5.00	5.20	5.70	5.45	6.50	6.30	6.45	6.55	6.70	7.00	8.00	8.50	8.20	......	......
April 2 (3500 miles)	R.T.	3.50	3.40	3.80	4.20	4.25	4.35	4.65	4.95	5.35	5.50	5.60	5.85	6.10	6.25	6.35	7.10	7.15	7.30	7.40	7.50	7.75	8.90	9.20	9.00	......	......
McLean Tire &	Safety Bar N.S.	12.90	13.85	......	17.95	......	20.65	23.40	......	......	27.50	28.10	29.50	30.15	......	32.00	......	......	40.00	41.80	42.45	44.30	49.95	50.65	52.90	......	......
Rubber Co., East Liverpool, O.	Tubes	2.75	2.85	......	3.25	......	3.40	3.60	......	......	4.45	4.60	4.75	4.85	......	5.05	......	......	6.05	6.15	6.25	6.45	7.35	7.50	7.65	......	......
Jan. 2																											
McNaull Tire Co., Toledo, O.		......	......	......	......	......	......	......	......	......	......	......	38.81	......	......	......	......	49.74	......	52.79	......	56.75	64.23	67.68	67.68	......	......
Marathon Tire & Rubber Co.,	Runner	c17.00	c17.60	......	c21.90	c22.65	24.40	*25.95	......	......	c34.15	*35.30	*36.45	*37.60	*38.80	*39.95	d42.85	......	*46.85	*48.30	*49.70	*51.15	*56.75	*58.50	*60.30	q75.65	q77.85
Cuyahoga Falls, O.	Angle N.S.	c18.00	c18.60	......	c23.55	c24.30	26.45	*28.00	......	......	c36.50	*37.70	*38.85	*40.00	*41.15	*42.30	d47.30	*49.35	*50.75	*52.20	*53.65	*55.05	*62.90	*64.70	*66.45	q82.05	q84.25
April 3 (5000 miles)	Elastic Runner	......	......	......	......	......	*26.80	*28.45	......	......	......	*38.50	*39.65	*40.80	*41.95	*43.10	d47.65	......	*51.90	*53.35	*54.80	*56.20	*65.55	*67.30	*69.10	q86.70	q88.90
	Elastic Angle N.S.	......	......	......	......	......	*29.00	*30.65	......	......	......	*41.25	*42.40	*43.55	*44.70	*45.85	d52.65	*54.80	*56.20	*57.65	*59.05	*60.50	*69.50	*71.30	*73.05	q94.05	q96.25
	G.T.	2.80	3.05	......	3.75	3.90	4.05	4.40	......	......	5.00	5.15	5.35	5.50	5.65	5.85	6.60	6.80	7.05	7.25	7.50	7.70	8.50	8.80	9.05	10.15	10.50
	R.T.	3.10	3.30	......	4.15	4.30	4.45	4.80	......	......	5.55	5.70	5.90	6.05	6.20	6.40	7.45	7.65	7.85	8.10	8.30	8.50	9.50	9.80	10.05	11.25	11.06

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Mason Tire & Rubber Co.,	P.	12.25	12.95	......	16.55	17.75	19.25	21.80	......	......	25.30	25.75	27.25	27.70	28.75	29.25	......	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	......	......
Kent, O.	N.S.	14.00	15.00	......	19.25	20.60	22.55	25.50	......	......	28.65	29.15	30.80	31.35	33.00	33.55	......	42.15	42.50	44.20	44.70	46.40	54.50	55.50	57.35	......	......
April 2	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	R.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
Mattson Rubber Co.,	P.	†12.04	†13.15	†14.25	16.43	†17.54	18.65	19.73	......	†21.90	23.02	24.10	25.20	26.30	27.41	28.49	......	......	31.28	32.35	33.41	34.52	†38.24	39.42	40.55	......	......
Lodi, N.J.	N.S.	†12.64	†13.79	†14.96	17.25	†18.41	19.56	20.71	......	†23.00	24.16	25.31	26.46	27.62	28.77	29.91	......	......	32.79	33.97	35.08	36.25	†40.26	41.42	42.58	......	......
	Grey Tubes	3.00	3.05	3.35	3.65	3.75	4.00	4.05	......	4.20	4.55	4.80	5.00	5.15	5.15	5.20	......	......	5.35	5.50	5.95	6.30	6.50	6.65	6.90	......	......
Michelin Tire Co.,	P.	c13.60	c14.20	......	c20.50	......	21.70	*23.05	......	......	......	*29.25	*29.90	30.50	q32.00	*33.20	c36.85	......	†39.30	*41.10	*42.25	q43.45	q48.00	q49.45	*50.20	......	c59.90
Milltown, N.J.	Universal	......	......	......	c20.70	......	d23.10	d24.60	......	......	c29.15	*31.35	*32.20	*32.75	q33.55	*35.50	......	......	*43.30	*45.55	*46.50	q48.10	*53.10	q54.35	*55.00	......	......
April 2	Tubes	3.30	3.50	......	3.95	3.50	4.10	4.50	......	5.10	4.80	5.40	4.95	5.80	5.30	6.15	7.25	......	7.60	6.80	8.00	7.25	9.35	9.45	9.60	10.50	10.50
Mohawk Rubber Co.,	P.	c16.85	c17.70	......	21.60	c23.90	25.25	*27.60	......	......	c31.80	*32.85	33.80	35.00	*36.20	38.20	......	*41.15	43.05	44.85	47.35	*48.40	*53.70	†55.80	57.10	q71.05	......
Akron, O.	Ribbed	......	c19.00	......	c23.35	......	d27.30	......	......	......	c34.60	d35.70	d36.75	*37.85	......	......	......	......	*46.50	d48.45	*51.25	......	*58.40	......	*61.60	......	......
April 2	N.S.	c20.30	c21.35	......	27.00	c28.00	31.00	*33.80	......	......	c37.45	38.80	39.80	41.30	*42.70	45.15	......	*48.65	50.80	53.00	55.65	*57.00	*63.30	†66.00	67.50	q83.80	q87.00
	R.T.	3.40	3.55	......	4.55	4.70	4.90	5.20	......	......	5.75	5.85	6.10	6.25	6.35	6.55	7.35	7.65	7.85	8.00	8.25	8.60	9.35	9.65	9.95	11.40	11.60
	Keaton N.S.	......	......	......	c28.40	......	d32.70	......	......	......	c39.45	d40.85	d41.95	d43.50	......	......	......	......	*54.00	d55.00	*58.00	......	*67.00	......	*70.25	......	......
Mutual Tire & Rubber	(4500 miles) P.	c13.95	c15.00	......	c19.55	c20.60	22.45	§25.40	......	......	c29.85	30.40	31.85	32.60	34.15	34.75	†42.80	......	43.45	45.35	46.05	47.90	50.70	51.45	53.65	q75.00	q76.70
Co.,	(5500 miles) N.S.	c16.45	c17.55	......	c22.45	c23.55	25.90	§29.30	......	......	c34.25	34.95	36.75	37.45	39.20	39.55	†48.20	......	51.00	53.30	54.10	56.35	62.45	63.35	66.15	q88.95	q91.95
New York City Jan. 22	Red Tubes	3.65	3.75	......	4.50	4.55	4.75	5.00	......	......	6.00	6.35	6.45	6.65	6.80	7.05	7.85	......	8.20	8.45	8.70	8.85	9.95	10.15	10.30	10.70	10.95
National Rubber Co.,	N.S.	......	c16.00	......	c20.00	c20.00	*28.00	*32.00	......	......	c33.35	c34.65	*36.00	*37.35	*38.65	*40.00	......	d50.65	*50.65	*52.00	*53.35	*56.00	*65.35	*66.65	*66.65	......	......
Pottstown, Pa., "Speedway"	Tubes	3.40	3.50	......	4.50	4.70	4.85	5.15	5.50	5.60	5.00	5.85	6.05	6.20	6.35	6.50	......	7.70	7.80	8.00	8.25	8.55	9.35	9.55	9.90	11.35	11.55
January 1 (5000 miles)																											
National Tire Co.,	P.	†11.10	†10.80	†14.40	13.95	†14.60	16.85	20.80	......	......	†20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Trenton, N.J.	N.S.	†11.65	†11.35	†15.10	14.70	†15.35	17.70	21.85	......	......	†21.60	23.05	23.70	24.60	28.00	26.15	......	......	31.20	32.55	34.20	35.15	40.30	45.60	43.10	......	......
	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	......	......	3.85	3.95	4.10	4.25	4.80	4.50	......	......	5.20	5.40	5.60	5.80	6.55	7.35	6.85	......	......
	R.T.	3.15	3.00	3.40	3.35	3.60	3.75	4.40	......	......	4.25	4.35	4.50	4.70	5.30	4.95	......	......	5.70	5.95	6.15	6.40	7.20	8.10	7.55	......	......
Needham Tire Co.,	P.	c11.20	c11.90	......	15.30	c16.00	17.65	*19.70	......	......	23.70	*24.05	*25.15	*25.60	*26.65	*27.05	......	*33.60	*34.30	*35.65	*36.10	*37.45	*40.55	*41.10	*42.65	q59.05	q60.50
Charles River, Mass.	N.S.	......	......	......	18.35	c19.20	21.20	*23.65	......	......	28.45	*28.85	*30.20	*30.70	*32.00	*32.45	......	*40.30	*41.15	*42.80	*43.30	*44.95	*48.65	*49.30	*51.20	q70.85	q72.60
	T.	2.75	2.85	......	3.25	3.35	3.40	3.55	......	......	4.45	4.60	4.75	*4.85	4.95	5.05	......	5.95	6.05	6.15	6.25	6.45	7.35	7.50	7.65	8.20	8.30
Newcastle Rubber Co.,	P.	......	14.45	......	18.90	21.10	21.65	23.50	......	......	25.30	26.25	27.20	28.15	29.00	29.95	......	......	36.50	37.60	38.65	39.70	44.85	46.15	47.35	......	......
Pittsburgh, Pa.	N.S.	......	16.30	......	21.25	23.90	24.50	26.60	......	......	29.55	30.60	31.50	32.65	33.45	34.40	......	......	38.15	39.35	42.70	43.55	48.50	49.55	53.00	......	......
January 1	Shenango N.S.	......	......	......	......	......	d20.20	......	......	......	......	......	d35.00	*36.25	......	......	......	......	......	*43.70	q47.45	......	......	......	q58.90	......	......
	Pure Gum G.T.	......	3.20	......	4.10	4.25	4.40	4.70	......	......	5.20	5.30	5.50	5.65	5.75	5.90	......	......	7.10	7.25	7.50	7.75	8.50	8.70	9.00	......	......
New Jersey Carspring Co.,	P.	15.05	16.10	......	20.95	......	24.05	27.30	......	27.60	29.10	29.75	31.20	31.85	33.40	33.85	......	......	42.45	44.35	44.95	46.85	49.45	50.25	52.30	73.95	76.20
Jersey City, N.J.	C.N.S	......	16.90	......	21.95	......	25.25	28.65	......	28.95	30.55	31.20	32.75	33.50	35.05	35.60	......	......	44.55	46.50	47.20	49.15	51.90	52.90	55.00	77.65	79.90
February 1 (5000 miles)	Suction N.S.	......	......	......	24.60	......	28.30	32.15	......	32.45	34.15	34.95	36.60	37.50	39.20	39.80	......	......	49.85	52.05	52.90	55.10	58.10	59.10	61.50	86.95	89.50
	G.T.	2.70	2.80	2.95	3.20	......	3.30	3.55	3.65	4.25	4.35	4.50	4.65	4.75	4.85	5.00	5.75	......	5.95	6.05	6.15	6.25	7.20	7.35	7.45	8.00	8.10
	R.T.	2.95	3.10	3.25	3.95	......	4.30	4.65	4.90	5.20	5.45	5.55	5.75	5.90	6.05	6.20	6.55	......	6.90	7.05	7.20	7.35	8.15	8.35	8.50	9.10	9.30
Norwalk Tire & Rubber Co.,	P.	......	†17.85	......	†23.15	......	......	......	......	......	......	......	......	q38.80	......	......	......	......	......	......	q54.80	......	......	......	q63.85	......	......
Norwalk, Conn.	N.S.	......	†18.80	......	†24.30	†25.10	*27.95	......	......	......	†37.30	*37.95	*39.90	*40.80	......	q43.40	......	......	*54.25	*56.65	*57.50	q59.90	*63.35	q64.20	*67.10	......	......
April 2 (5000 miles)	G.T.	3.30	3.35	3.95	4.15	4.25	4.40	5.20	5.30	......	5.40	5.55	5.70	5.85	6.25	6.30	7.15	......	7.20	7.35	7.55	7.85	8.90	9.05	9.20	10.55	10.75
	R.T.	3.65	3.70	4.35	4.60	4.65	4.80	5.75	6.00	......	5.95	6.15	6.30	6.45	6.90	6.95	7.90	......	7.95	8.10	8.35	8.65	9.80	10.10	10.15	11.60	11.85
Ohio Tire & Rubber Co.,	P.	11.10	10.80	14.40	13.95	14.60	16.85	20.80	22.00	22.75	20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Mansfield, O.	N.S.	12.25	11.95	......	15.45	16.15	18.60	22.95	24.25	25.10	22.70	24.20	24.90	25.85	29.40	27.45	......	......	32.75	34.20	35.90	36.90	42.30	47.90	45.25	......	......
"Ohio"	G.T.	2.50	2.60	2.75	2.95	3.05	3.10	3.25	3.40	3.95	4.05	4.20	4.30	4.40	4.50	4.60	......	......	5.50	5.60	5.70	5.85	6.70	6.80	6.95	......	......
	R.T.	2.80	2.90	3.05	3.30	3.40	3.45	3.60	3.80	4.40	4.50	4.65	4.80	4.90	5.00	5.10	......	......	6.10	6.20	6.35	6.50	7.45	7.55	7.70	......	......
Orrville Rubber	Morgan (5000 miles) P.	c11.00	c13.85	......	c15.35	......	d17.65	......	......	......	c23.50	......	d25.20	d25.75	......	......	......	......	......	......	......	......	......	......	......	......	......
Co.,	(6000 miles) N.S.	c12.90	c13.85	......	c19.95	......	d20.65	......	......	......	d27.55	......	d29.50	d30.15	......	......	......	......	......	......	......	......	......	......	......	......	......
Orrville, Ohio.	G.T.	2.75	2.85	......	3.25	......	3.40	......	......	......	4.45	4.60	4.75	4.85	4.95	5.05	......	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.60	......	......
January 1	Sealon R.T.	3.55	3.70	......	4.25	......	4.40	......	......	......	5.85	6.00	6.15	6.25	6.45	6.60	......	7.70	7.85	8.05	8.20	8.35	9.60	9.75	9.90	......	10.80
Para-Ball Rubber Co.,	P.	12.40	12.55	15.30	16.30	17.15	18.90	24.70	......	27.05	24.95	25.45	26.65	27.30	32.90	29.65	......	......	36.75	38.40	39.00	40.60	43.85	51.15	46.45	......	......
Columbiana, O.	N.S.	13.05	13.20	16.30	17.10	18.05	19.85	25.85	......	29.70	26.20	26.75	28.00	28.65	34.55	30.45	......	......	38.60	40.30	40.95	42.60	46.00	53.70	48.80	......	......
April 5 (4000 miles)	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55	......	4.95	4.75	4.85	5.00	5.15	5.75	5.50	......	......	6.25	6.45	6.65	6.85	7.80	8.60	8.10	......	......
	R.T.	3.30	3.35	3.80	4.20	4.25	4.30	5.05	......	5.50	5.30	5.40	5.55	5.70	6.45	6.10	......	......	7.00	7.15	7.35	7.65	8.70	9.50	8.95	......	......
Pearce-Arrow Tire	Morton P.	11.00	11.85	......	15.35	16.20	17.65	20.00	......	......	24.00	......	25.20	25.75	26.95	27.35	33.10	34.10	34.20	35.75	36.20	39.85	43.95	44.55	45.30	......	......
& Rubber Mfg.	(3500 miles) N.S.	12.00	12.85	......	16.95	18.00	19.65	22.40	......	......	27.10	......	28.50	29.50	30.20	31.10	36.00	38.00	39.00	40.15	41.40	42.00	47.20	48.50	50.00	......	......
Co., Phila., Pa.	Germantown P.	......	17.50	......	21.95	22.25	24.00	39.00	......	......	33.15	34.75	35.95	36.10	40.00	......	38.15	45.25	46.75	48.75	50.50	52.00	56.50	......	58.15	......	......
	(5000 miles) Cord N.S.	......	18.25	......	23.75	25.00	27.30	41.50	......	......	36.35	37.10	38.95	39.70	42.35	......	45.00	50.20	51.90	54.25	55.00	57.30	63.80	......	64.75	......	......
	Puncture and Blow-Out Proof P.	......	20.20	......	25.50	28.00	29.20	31.60	......	......	36.00	37.20	38.40	39.50	41.15	42.60	45.20	46.20	47.50	49.40	52.65	55.00	61.00	62.50	64.00	......	......
	(5000 miles) N.S.	......	22.30	......	28.40	31.50	32.50	35.50	......	......	39.20	40.80	42.40	43.50	45.00	47.00	50.50	52.50	53.50	56.20	58.40	60.30	69.10	71.00	73.00	......	......
	R.T.	3.25	3.45	......	3.95	4.10	4.25	4.50	......	......	5.35	5.45	5.75	5.95	6.20	6.40	6.50	6.75	7.45	7.55	7.80	8.05	9.00	9.20	9.30	......	......
Peerless Tire & Rubber Co.,	N.S.	......	15.25	......	19.40	20.90	22.70	......	......	......	30.25	30.90	32.45	33.15	......	......	......	......	......	46.00	46.70	......	......	......	61.10	......	......
Green Bay, Wis.	G.T.	......	3.05	......	3.45	3.65	3.80	......	......	......	4.90	5.05	5.25	5.35	......	......	......	......	......	6.75	6.90	......	......	......	8.40	......	......
April 2	R.T.	......	3.40	......	3.95	4.15	4.20	......	......	......	5.35	5.50	5.70	5.95	......	......	......	......	......	7.40	7.55	......	......	......	9.10	......	......
Pennsylvania	(3500 m.) Bar Circle	11.70	12.30	......	15.95	16.90	18.75	20.75	......	......	24.50	24.95	26.10	26.75	27.95	28.45	......	34.90	36.05	37.65	38.30	39.80	43.00	45.00	43.55	56.40	58.70
Rubber Co.,	(6000 miles) Ebony	14.05	14.55	19.25	18.55	19.80	21.90	25.00	31.65	34.75	29.20	29.70	31.40	32.00	33.65	34.20	49.35	43.00	43.30	45.05	45.55	47.30	55.55	56.55	58.45	70.90	73.85
Jeanette, Pa.	(6000 m.) Vacuum C.	15.60	16.10	21.35	20.60	22.00	24.30	27.75	35.20	38.65	32.40	33.00	34.90	35.55	37.40	38.00	54.85	47.75	48.10	50.05	50.60	52.55	61.70	62.85	64.95	78.75	82.00
April 12	Paruco G.T.	2.80	2.90	3.15	3.40	3.55	3.70	4.05	4.40	4.90	4.95	5.05	5.25	5.45	5.55	5.75	6.50	6.65	6.70	6.80	6.95	7.25	8.15	8.25	8.40	8.80	9.00
	Pure Gum R.T.	3.50	3.70	3.90	4.30	4.50	4.50	4.80	5.15	5.70	5.90	6.00	6.20	6.45	6.55	6.80	7.65	7.80	7.90	8.05	8.20	8.55	9.55	9.75	9.95	10.40	10.65
Perfection Tire &	(5000 miles) P.	17.70	18.00	......	21.70	23.05	25.70	27.80	......	......	30.00	31.00	32.00	33.10	34.20	35.30	38.20	39.40	40.65	41.80	43.10	44.25	50.10	51.30	52.80	70.20	73.60
Rubber Co.,	(6000 miles) N.S.	20.85	21.05	......	26.60	27.55	30.60	33.00	......	......	36.90	38.10	39.20	40.45	41.75	43.10	......	46.00	47.60	50.00	52.40	54.60	62.10	64.30	65.70	81.70	83.40
Chicago, Ill. March 1	Tubes	3.20	3.30	3.50	4.20	4.35	4.50	4.80	5.10	5.25	5.35	5.45	5.65	5.80	5.90	6.05	6.85	7.10	7.30	7.45	7.70	7.95	8.75	8.95	9.25	10.55	10.75
Perfection Tube Co., April	G.T.	......	3.55	......	4.00	......	4.15	4.55	......	......	4.75	4.85	4.95	5.15	5.25	5.30	......	5.90	6.00	6.10	6.25	6.35	6.80	6.90	7.00	......	......
Painsville, O. "Monarch"	R.&B. Tubes	......	4.40	......	5.00	......	5.10	5.25	......	......	6.10	6.20	6.40	6.50	6.70	6.80	......	7.50	7.70	7.80	8.25	8.40	9.00	9.50	10.00	......	......

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x47	5½x37	5½x38
Pharis Tire & Rubber Co.,	P.	11.90	12.60	15.90	16.25	16.95	18.70	20.80	......	......	25.10	25.50	26.00	27.10	28.25	28.00	41.25	......	36.35	37.75	38.25	39.60	42.95	43.50	45.20	......	......
Newark, O.	N.S.	......	13.50	......	17.40	18.15	20.00	22.35	......	......	26.80	27.30	28.55	29.00	30.20	30.70	43.40	38.35	38.90	40.45	40.90	42.40	46.00	46.65	48.30	75.50	67.00
"Pyramid"	G.T.	2.85	3.05	3.15	3.40	3.45	3.60	3.75	......	......	4.75	4.85	4.95	5.05	5.25	5.35	6.15	6.25	6.35	6.50	6.60	6.75	7.75	7.85	8.10	8.60	8.80
April 3	R.T.	3.20	3.30	3.40	3.80	3.85	3.90	4.25	......	......	5.25	5.35	5.55	5.65	5.80	5.90	6.90	7.00	7.05	7.15	7.35	7.50	8.55	8.80	8.90	9.55	9.70
Portage Rubber Co.,	P.	†12.75	†13.75	†15.25	†17.80	†18.80	20.40	23.20	†24.55	†25.85	†27.30	27.80	29.20	29.85	31.25	31.80	†39.20	†40.50	39.70	41.58	42.20	43.90	47.45	†48.20	50.30	†72.45	......
Barberton, O.	Daisy N.S.	†14.75	†15.85	†17.55	†20.40	†21.55	23.55	26.70	......	†29.80	†31.30	31.95	33.60	34.30	35.95	36.65	......	46.50	45.70	47.75	48.50	50.55	54.60	†55.45	57.75	†79.75	†81.40
April 2	Tubes	3.20	3.45	3.75	4.20	4.30	4.45	4.75	4.95	5.50	5.65	5.90	6.10	6.25	6.45	6.60	7.35	7.50	7.65	7.80	8.10	8.25	9.05	9.30	9.40	10.25	10.40
Porter Rubber Co.,	Giant	c13.70	c14.95	......	c19.50	c20.60	22.10	*24.00	......	......	c28.75	*29.40	*30.25	*31.20	*32.05	*33.00	......	*41.15	*42.00	*43.35	*44.35	*45.48	*51.00	q52.00	*53.90	......	......
Salem, O.	N.S.	c14.60	c15.95	......	c20.85	c22.00	23.90	*25.40	......	......	c31.75	*32.20	*33.25	*34.00	*35.85	*36.25	......	*44.55	*45.25	*46.50	*47.75	*49.00	*54.50	q56.00	*57.25	......	......
Jnauary 25 (5000 miles)	G.T.	2.85	3.00	......	3.60	3.70	3.75	3.95	......	......	4.75	4.95	5.05	5.25	5.45	5.60	......	6.35	6.50	6.60	6.75	6.95	7.85	8.00	8.15	......	......
	R.T.	3.15	3.40	......	3.95	4.10	4.20	4.40	......	......	5.30	5.45	5.65	5.85	5.95	6.15	......	7.15	7.25	7.35	7.50	7.75	8.75	8.90	9.00	......	......
Quaker City Rubber Co.,	P.	†14.30	†15.15	†16.00	19.45	†20.35	22.45	24.90	......	......	†30.20	30.70	32.00	32.55	*33.95	34.50	c41.25	......	44.15	*45.80	46.40	*48.15	*52.25	52.80	*54.90	q71.35	q74.30
Philadelphia, Pa.	"T.T.T" N.S.	†15.85	†16.85	†18.05	21.60	†22.45	24.95	27.85	......	......	†33.55	34.15	35.55	36.20	*37.75	38.35	c43.40	......	46.50	*48.30	48.85	*50.60	*54.95	55.60	*57.75	q75.15	q78.25
April 2 (5000 miles)	G.T.	3.20	3.35	3.50	3.75	3.95	4.00	4.20	4.35	5.00	5.10	5.40	5.50	5.60	5.80	5.90	6.80	7.00	7.05	7.15	7.25	7.45	8.55	8.65	8.90	9.45	9.85
	R.T.	3.50	3.70	3.90	4.15	4.35	4.40	4.60	4.85	5.50	5.55	5.95	6.05	6.15	6.40	6.50	7.55	7.70	7.75	7.85	8.00	8.20	9.40	9.50	9.80	10.40	10.90
Racine Auto Tire Co.,	P.	c14.00	c14.50	c15.50	18.50	c19.00	20.50	21.50	......	c26.50	c24.50	26.50	27.00	27.50	29.00	29.50	......	d33.50	34.50	36.00	37.00	38.00	42.00	43.00	44.00	q63.00	q64.00
Racine, Wis.	N.S.	c15.00	c15.50	c17.50	19.50	c20.00	22.00	25.00	......	c28.50	c29.00	29.50	30.00	30.50	32.50	33.50	......	d39.00	40.00	41.00	42.00	43.00	49.00	49.00	49.50	q67.00	q68.00
"Horse Shoe"	Cord	......	......	......	c32.00	......	d33.00	d36.00	......	......	c40.00	d41.00	d42.00	43.00	......	......	......	d49.00	51.00	52.00	54.00	......	64.00	......	66.00	......	q83.00
April 2 (5000 miles)	G.T.	2.75	2.85	3.10	3.25	3.35	3.40	3.60	......	4.25	4.45	4.60	4.75	4.85	4.95	5.05	......	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.65	7.95	8.00
	R.T.	......	3.40	......	4.25	4.35	4.45	......	......	......	5.45	5.50	5.60	5.75	......	6.25	......	......	7.50	7.75	7.80	7.90	8.80	8.95	9.25	9.50	9.75
Racine Rubber Co.,	(3500 miles) P.	12.90	13.80	16.10	17.00	17.95	19.05	22.15	25.85	27.25	26.10	26.60	28.40	29.15	29.90	30.40	39.25	36.75	37.95	38.50	39.10	41.95	44.30	47.95	51.60	62.70	64.75
Racine,	Country Road (5000 m.) N.S.	15.05	16.15	18.95	19.60	20.55	22.60	25.60	30.00	31.95	30.00	31.60	33.45	33.95	34.30	34.60	46.20	44.00	44.65	46.70	47.40	49.25	54.70	55.50	62.40	74.00	76.00
Wis.	Trusty N.S.	20.90	22.30	24.75	27.60	29.10	31.75	35.95	45.90	37.50	38.45	39.20	41.15	42.00	43.40	44.80	......	53.10	54.90	57.35	58.20	60.60	67.45	68.50	71.45	94.50	96.65
April 2	Ribbed Cord	......	......	......	......	......	......	......	......	......	......	45.90	47.15	48.40	......	......	51.75	53.05	54.50	55.75	57.20	......	67.80	69.35	70.90	84.10	86.00
	N.S. Cord	......	......	......	......	......	......	......	......	......	......	48.95	50.25	51.60	......	......	55.15	56.55	58.05	59.45	60.90	......	72.20	74.00	75.65	89.65	91.70
	G.T.	2.85	3.00	3.25	3.50	3.60	3.75	3.90	4.15	4.60	4.70	4.90	5.00	5.20	5.40	5.50	6.20	6.35	6.45	6.55	6.75	6.90	7.85	7.95	8.10	8.45	8.65
	R.T.	3.40	3.70	3.95	4.05	4.30	4.40	4.60	4.85	5.40	5.50	5.65	5.95	6.10	6.25	6.50	7.20	7.45	7.50	7.70	7.80	8.05	9.15	9.30	9.40	9.90	10.00
Republic Rubber Co.,	P.	c12.80	c13.80	c17.60	17.55	c18.85	20.45	23.30	†29.60	†31.30	†27.35	27.90	29.30	29.90	31.30	31.80	42.90	*38.40	39.75	41.60	42.20	43.95	48.70	49.40	51.65	†81.80	71.10
Youngstown, O.	WM N.S.	c13.55	c14.45	......	18.75	......	21.50	24.45	......	......	c28.75	29.30	30.80	*31.40	......	......	q47.55	......	q41.45	*43.70	*44.30	......	*48.85	......	*51.60	......	......
April 2	Staggard N.S.	c14.95	c16.10	c20.45	20.45	c22.15	23.95	27.20	†34.85	†36.60	†32.00	32.65	34.20	34.95	36.65	37.15	50.25	45.00	46.50	48.60	49.34	51.45	60.90	61.76	64.54	†89.70	88.95
	G.T.	2.90	2.95	3.20	3.45	3.60	3.75	4.15	4.40	4.90	5.05	5.20	5.35	5.55	5.70	5.85	6.55	6.75	6.80	6.95	7.05	7.35	8.25	8.40	8.50	8.95	9.10
	R.T.	3.35	3.55	3.85	4.15	4.35	4.40	4.65	4.90	5.45	5.60	5.70	5.95	6.20	6.40	6.50	7.30	7.30	7.60	7.70	7.90	8.15	9.15	9.30	9.50	9.90	10.20
Reynolds, W. C.,	P.	......	17.50	......	21.90	......	24.90	27.50	......	......	31.60	33.90	35.10	36.10	37.70	38.80	44.55	45.65	47.60	48.85	49.30	49.90	57.50	58.90	59.75	70.30	72.80
129 W. 37th St., N.Y.	N.S.	......	24.40	......	29.80	......	31.60	34.65	......	......	40.10	41.45	42.70	44.60	45.70	46.80	54.80	55.90	57.75	58.45	59.70	60.90	67.70	68.50	69.75	90.50	93.25
"Para"	T.	......	3.75	......	5.25	......	5.50	6.00	......	......	7.25	7.50	7.50	8.00	8.00	8.50	9.50	10.00	10.00	10.00	10.50	10.75	10.00	11.50	12.50	13.75	14.75
Rubber Ins. Metals Co.,	P.	c16 50	c16.56	c20.96	§21.51	c23.76	24.48	*26.62	c28.38	†30.80	†29.04	29.43	30.91	32.34	32.67	33.44	†41.53	d36.36	39.93	41.14	42.35	43.45	48.84	†50.38	51.59	†67.21	†68.64
Plainfield, N.J.	N.S.	c19.44	c19.67	c24.21	§24.90	c27.20	28.69	*32.09	c34.33	†35.36	†33.58	34.21	35.71	36.40	37.72	38.18	†47.27	d46.46	48.07	49.57	52.44	54.17	58.71	59.86	64.06	†80.04	†84.87
"Century"	R.T.	3.10	3.20	3.40	4.10	4.25	4.40	4.70	5.00	5.10	5.20	5.30	5.50	5.65	5.75	5.90	6.65	......	7.10	7.25	7.50	7.75	8.50	8.70	9.00	10.30	10.50
Rubber Products Co.,	Stronghold P.	......	17.20	......	22.05	23.50	25.45	28.55	......	......	32.60	33.30	34.65	35.35	37.10	37.70	......	41.15	42.35	43.70	44.90	46.15	52.30	53.85	55.30	......	......
Barberton, O.	N.S.	......	18.85	......	24.15	25.45	27.75	31.25	......	......	35.70	36.25	37.95	38.70	40.60	41.15	......	47.10	48.75	50.35	54.20	56.60	60.70	61.45	63.90	......	......
April 1 (5000 miles)	G.T.	......	3.60	......	4.40	4.45	4.55	4.85	......	......	5.90	6.05	6.30	6.50	6.70	6.90	......	7.90	8.05	8.20	8.35	8.60	9.65	9.80	10.05	......	......
	R.T.	......	3.95	......	4.80	4.85	5.00	5.20	......	......	6.55	6.75	6.95	7.10	7.30	7.55	......	8.40	8.55	8.70	9.10	9.25	10.40	10.55	10.75	......	......
Savage Tire Co.,	P.	c10.90	c11.50	14.95	§14.60	c15.30	16.70	18.60	*23.40	†24.25	c21.15	22.15	22.55	23.15	24.15	25.90	......	*31.75	*33.05	*34.20	*34 70	*35.80	*38.85	*39.30	*40.70	q59.20	q54.45
San Diego, Cal.	N.S.	c13.10	13.80	18.00	§17.55	c18.40	20.00	21.85	*27.10	†28.40	c24.80	25.40	25.90	26.60	27.80	29.80	......	*35.65	*37.65	*39.20	*39.95	*42 10	*42.25	*44.95	*46.30	q68.00	q62.00
	Grafinite T.	2.85	2.95	3.20	3.60	3.75	3.85	4.10	4.45	4.70	4.70	4.85	4.90	4.95	5.05	5.15	......	5.95	6.20	6 30	6.50	6.60	7.35	7.55	7.65	9.00	9.15
Semple Rubber Co., Trenton, N.J.	Semco R.T.	3.25	3.40	3.55	4.10	4.20	4.30	4.60	......	......	5.50	5.65	5.80	6.00	6.15	6.30	5 7.2	7.45	7.60	7.75	7.90	8.10	8.95	9.15	9.40	10.00	10.25
Sterling Tire Corp.,	High Bar N.S.	c15.18	c18.09	......	§23.18	......	*25.91	......	......	......	30.23	*37.95	*39.22	*40.48	......	q40.48	......	*51.87	*53.13	*54.40	*55.66	*56.93	*63.25	*64.52	*67.05	q70.84	q73.37
Rutherford, N.J. April (5000 miles)	Sterling R.T.	3.71	3.97	4.28	5.40	5.50	5.66	6.05	6.31	6.29	6.47	6.59	6.83	7.02	7.14	7.38	8.11	8.40	8.65	8.89	9.13	9.44	10.46	10.70	10.89	12.46	12.83
Schavoir Rubber Co.,	G.T.	3.05	3.10	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.00	8.10	10.00	9.45
Stamford, Conn.	R.T.	3.10	3.35	3.80	4.20	4.25	4.30	5.00	5.35	5.50	5.30	5.40	5.55	5.70	6.00	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.60	8.70	8.95	11.10	10.50
April 2	Jumbo R.T.	......	......	......	......	......	......	......	......	......	6.70	6.90	7.05	7.15	7.35	7.50	......	8.40	8.80	9.05	9.20	9.40	10.90	11.10	11.25	......	13.15
Smith Canvas Tread Tire Co.,		†19.50	†22.49	......	27.60	†31.05	31.63	34.16	......	†39.40	†40.10	40.91	41.73	42.55	44.18	45.82	52.90	53.29	54.00	57.28	58.10	58.93	65.37	67.09	70.37	†88.38	†91.66
Utica, N.Y. April (6000 miles)	Tubes	4.24	4.45	......	5.12	5.54	6.10	6.49	......	6.74	7.58	7.73	7.96	8.19	8.34	8.68	8.84	9.25	9.92	10.20	10.66	10.89	11.97	12.11	12.50	14.31	14.58
Standard Four Tire Co.,	P.	12.25	12.75	......	16.25	......	19.20	......	......	......	25.30	25.75	27.25	27.70	......		......	......	37.95	39.30	39.95	41.55	......	......	48.75	......	......
Keokuk, Iowa	N.S.	......	14.25	......	18.15	19.40	21.45	......	......	......	28.65	29.15	30.80	31.35	......	33.55	......		42.50	44.20	44.70	46.40	......	......	57.35	......	......
April 10 (4500 miles)	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	9.45
	R.T.	3.30	3.40	......	4.15	4 25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	10.80
Standard Tire & Rubber Mfg.Co.,	P.	18.00	18.60	......	23.00	24.40	25.60	29.00	......	31.00	31.40	32.40	34.00	35.00	36.00	37.00	......	42.80	43.60	44.40	45.60	46.80	53.00	54.60	56.00	72.00	80.00
Cleveland, O.	N.S.	19.00	20.80	......	27.20	29.00	31.60	33.00	......	35.60	36.40	37.20	38.00	39.00	40.20	41.40	45.00	46.40	47.20	48.40	51.00	52.80	58.40	61.60	63.40	82.60	88.00
April 6	"Cleveland Standard" G.T.	3.20	3.35	3.55	3.90	4.05	4.15	4.40	4.50	5.15	5.30	5.50	5.65	5.80	6.10	6.20	6.90	7.05	7.15	7.35	7.55	7.75	8.50	8.70	8.90	9.40	9.70
(5000 miles)	R.T.	3.60	3.80	4.00	4.40	4.55	4.65	4.95	5.15	5.70	5.85	6.10	6.30	6.50	6.70	6.90	7.65	7.80	8.00	8.20	8.40	8.65	9.55	9.70	9.90	10.50	10.70
	Velvetread N.S.	......	c14.30	......	c17.90	......	d18.40	......	......	......	c23.80	d24.40	d25.60	26.80	......	......	......	d34.40	......	d36.20	d37.40	d39.20	d43.20	......	46.00	......	......
	"Willow" Tubes G.T.	3.00	3.10	......	3.50	3.60	3.70	3.90	......	......	4.35	4.45	4.65	4.75	4.85	4.95	......	5.80	5.85	5.95	6.05	6.15	7.00	7.10	7.20	......	8.20
	R.T.	3.30	3.40	......	3.95	4.05	4.15	4.30	......	......	4.90	5.00	5.25	5.35	5.45	5.55	......	6.50	6.55	6.65	6.80	7.00	7.80	8.00	8.10	......	9.15
Star Rubber Co.,	Ribbed	......	c19.20	......	c23.00	c24.90	*26.80	......	......	......	§33.00	d34.10	d35.20	*36.30	......	......	q42.55	d43.90	*44.15	*46.85	*49.75	......	*57.80	q60.35	*62.20	......	......
Akron, O.	All Star N.S.	......	......	......	c26.20	......	*30.00	......	......	......	§36.10	d37.30	d38.40	*39.75	......	......	45.70	d47.15	47.30	*50.00	*53.00	q54.75	*61.30	q63.85	*65.70	q80.50	q94.00
April 9	Pure Gum Tubes	......	3.65	......	4.70	4.90	5.10	5.40	......	......	5.95	6.10	6.30	6.45	6.65	6.80	7.60	7.80	8.00	8.20	8.45	8.65	9.80	9.65	10.00	11.60	11.65
Swinehart Tire & Rubber Co.,	P.	c12.70	c13.70	c17.45	†17.45	c18.70	20.35	23.10	†25.90	......	c27.15	27.70	29.10	29.75	*31.15	31.60	†37.10	†38.20	39.50	*41.30	41.95	q43.75	*48.45	†49.20	51.35	q71.85	q67.45
Akron, O.	Ribbed	c14.25	c15.25	c19.40	†19.40	c20.90	22.70	25.75	†28.80	......	c30.25	30.90	32.45	33.15	*34.65	35.20	†41.30	†42.65	44.00	*46.00	46.70	q48.75	*57.70	†58.50	61.10	q84.00	q80.00
April 2 (5000 miles)	N.S.	c14.90	c16.00	c20.35	†20.35	c21.95	23.85	27.05	†30.30	......	c31.75	32.45	34.05	34.80	*36.40	36.95	†43.35	†44.80	46.20	*48.30	49.05	q51.20	*60.60	†61.45	64.15	q88.40	q84.25
	Tubes	2.90	3.00	3.20	3.40	3.55	3.60	3.80	3.95	......	4.70	4.85	5.00	5.10	5.20	5.30	6.20	6.30	6.35	6.45	6.60	6.80	7.75	7.90	8.05	8.40	8.60

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Ten Broeck Tire Co.,	P.	c11.27	c11.90	c15.12	15.06	c15.81	17.42	*19.43	q24.72	c26.85	c23.28	23.63	24.72	25.18	*26.16	26.45	c38.81	......	*34.55	35.88	36.28	*37.66	q42.32	†42.83	43.35	†68.36	q58.19
Louisville, Ky.	N.S.	c12.65	c13.51	c17.36	17.71	c18.57	20.24	*22.88	q29.38	c26.56	c27.71	28.23	29.67	30.30	*31.74	32.25	c38.06	......	*39.21	41.09	41.57	*42.24	q46.51	†47.26	49.22	†79.92	q67.79
	G.T.	2.75	2.86	3.02	3.24	3.35	3.41	3.57	3.74	4.34	4.45	4.62	4.73	4.84	4.95	5.06	5.88	......	6.05	6.16	6.27	6.43	7.37	7.48	7.64	8.19	8.30
Thermoid Rubber Co.,	P.	†10.80	†11.60	†12.90	15.10	†16.00	17.40	19.56	†20.80	†21.95	†23.15	23.60	24.80	25.30	26.50	27.00	†33.70	34.30	33.70	35.20	35.70	37.25	†39.25	†39.90	41.60	†55.75	†57.90
Trenton, N.J.	N.S.	†12.15	†13.10	†14.60	17.00	†18.00	19.50	22.15	†23.40	†24.70	†26.10	26.55	27.90	28.45	29.80	30.35	†37.95	38.60	37.95	39.60	40.15	41.85	†44.20	†44.80	46.80	†62.80	†64.60
"Nassau"	G.T.	2.75	2.85	3.00	3.25	3.35	3.40	3.55	3.75	4.25	4.45	4.60	4.75	4.85	4.95	5.05	5.90	5.95	6.00	6.15	6.25	6.45	7.35	7.45	7.65	8.00	8.30
	"Thermoid" N.S.	c21.05	c21.20	......	c26.65	c28.45	*30.60	*33.25	......	......	c36.95	*38.25	*39.30	*40.75	*41.30	*43.95	......	......	*48.75	*50.80	*53.90	*55.45	q61.80	q63.90	*66.25	d81.85	d87.80
March 1 (6000 miles)	R.T.	3.25	3.35	......	4.30	4.45	4.60	4.95	......	......	5.40	5.50	5.70	5.90	6.00	6.15	......	......	7.30	7.45	7.75	8.00	8.75	8.95	9.25	10.60	10.80
Twin City Cord Tire Co.,	P.	......	......	......	......	......	d28.65	......	......	......	......	d36.40	d37.35	d38.40	......	d40.30	......	d42.10	d43.20	d44.20	d45.25	d46.30	d53.70	d54.95	d56.30	......	d60.55
Minneapolis, Minn.	Archer Cord N.S.	......	......	......	......	......	d30.15	......	......	......	......	d38.30	d39.30	d40.40	......	d42.40	......	d44.30	d45.45	d46.50	d47.65	d48.75	d56.55	d57.85	d59.25	......	d63.75
	G.T.	......	3.00	......	3.10	......	3.25	......	......	......	......	4.40	4.50	4.60	......	4.85	......	5.70	5.80	5.90	6.00	6.15	7.05	7.15	7.30	......	7.90
	R.T.	......	3.35	......	3.50	......	3.60	......	......	......	......	4.90	5.05	5.15	......	5.35	......	6.35	6.40	6.50	6.65	6.80	7.80	7.90	8.10	......	8.80
Tyer Rubber Co.,	P.	c11.80	†13.15	q14.45	†16.55	c17.50	*19.05	*21.60	......	q24.00	c25.30	*25.90	*27.15	*27.80	*29.05	*29.50	......	......	*36.95	*38.60	*39.15	*40.75	*43.00	*43.70	*45.65	q61.00	62.90
Andover, Mass.	Hold Tite N.S.	c12.90	†14.30	q15.60	†18.25	c19.20	*20.75	*23.25	......	q26.25	c27.55	*28.15	*29.45	*30.00	*31.30	*31.75	......	......	*39.75	*41.40	*41.95	*43.60	*45.85	*46.50	*48.50	q66.05	67.95
	Tourist G.T.	2.50	2.60	2.70	3.05	3.10	3.20	3.40	......	3.95	4.10	4.25	4.35	4.50	4.65	4.80	......	......	5.55	5.70	5.85	6.00	6.75	6.85	6.95	7.45	7.60
	Tourist R.T.	2.80	2.90	3.00	3.40	3.50	3.55	3.75	......	4.40	4.55	4.70	4.85	5.00	5.15	5.30	......	......	6.20	6.30	6.50	6.70	7.50	7.60	7.70	8.30	8.45
	Ex. Heavy G.T.	2.85	3.00	3.20	3.40	3.45	3.55	3.75	......	4.55	4.70	4.85	4.95	5.10	5.25	5.35	......	......	6.30	6.45	6.60	6.75	7.65	7.80	7.95	8.55	8.70
	Heavy R.T. Ex.	3.15	3.30	3.45	3.80	3.85	3.95	4.20	......	5.05	5.20	5.35	5.50	5.65	5.75	5.90	......	......	6.95	7.15	7.30	7.45	8.55	8.70	8.85	9.60	9.45
U. & G. Rubber Mfg. Co.,	P.	11.10	10.80	14.40	13.95	14.60	16.85	20.80	......	22.75	20.60	21.95	22.55	23.45	26.60	24.90	......	29.20	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Trenton, N.J.	N.S.	11.65	11.35	15.10	14.70	15.35	17.70	21.85	......	23.90	21.60	23.05	23.70	24.60	28.00	26.15	......	30.65	31.20	32.55	34.20	35.15	40.30	45.60	43.10	......	......
"Safety"	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	......	4.05	3.85	3.95	4.10	4.25	4.80	4.50	......	5.00	5.20	5.40	5.60	5.80	6.55	7.35	6.85	......	......
	R.T.	3.15	3.00	3.40	3.35	3.60	3.75	4.40	......	4.45	4.25	4.35	4.50	4.70	5.30	4.95	......	5.50	5.70	5.95	6.15	6.40	7.20	8.10	7.55	......	......
United States Tire Co.,	P.	13.55	12.55	15.30	16.30	17.15	18.90	24.70	27.50	30.70	24.95	25.45	26.65	27.30	32.90	29.00	39.80	35.60	36.75	38.40	39.00	40.60	43.80	51.15	46.45	69.90	83.15
1790 Broadway,	USCO N.S.	14.20	13.20	16.10	17.10	18.00	19.85	25.85	......	......	26.20	26.70	28.00	28.65	34.55	30.45	41.80	37.35	38.60	40.30	40.95	42.60	46.00	53.70	48.80	73.35	......
N.Y. City	Chain N.S.	16.10	14.90	18.15	19.40	20.40	22.30	29.00	32.35	37.35	30.45	31.00	32.65	33.30	40.15	35.40	47.90	42.85	44.30	46.30	47.00	48.95	52.60	61.50	55.70	83.15	99.75
"G. & J.," "Revere,"	Nobby N.S.	18.80	20.10	25.75	26.10	27.50	30.00	39.15	43.45	44.70	36.35	37.10	38.95	39.70	45.30	42.35	62.00	50.20	51.90	54.25	55.00	57.30	63.80	64.75	67.55	89.35	91.35
"Hartford"	Royal Cord N.S.	......	......	......	......	......	35.85	......	......	......	......	45.60	46.75	48.05	......	50.75	51.20	52.70	54.20	55.45	56.75	58.15	67.25	68.75	70.35	......	75.90
April 2	G.T.	2.85	3.00	3.15	3.75	3.85	4.00	4.30	4.50	4.70	4.85	5.00	5.15	5.25	5.45	5.65	6.15	6.40	6.45	6.60	6.85	7.10	8.00	8.15	8.30	9.25	9.40
	R.T.	3.65	3.75	4.00	4.65	4.80	4.90	5.35	5.45	5.85	6.00	6.05	6.15	6.25	6.55	6.65	7.90	8.00	8.10	8.25	8.40	8.50	9.65	9.90	10.10	11.10	11.25
Universal Rubber Co.,	P.	10.75	11.10	......	14.40	15.20	16.85	......	......	......	22.10	22.50	23.60	24.10	......	25.70	......	31.45	32.45	33.95	34.50	35.90	38.75	39.25	41.05	......	......
Broad and Wood Sts.,	N.S.	11.30	11.65	......	15.10	15.95	17.70	......	......	......	23.15	23.65	24.70	25.30	......	26.95	......	33.00	34.15	35.65	36.25	37.70	40.70	41.50	43.10	......	......
Phila., Pa.	Gripwell G.T.	2.40	2.75	......	3.40	3.45	3.50	......	......	......	4.30	4.40	4.55	4.70	......	5.00	......	5.60	5.70	5.85	7.05	6.25	7.10	7.20	7.35	......	......
April 1 (4000 miles)	R.T.	3.00	3.05	......	3.80	3.85	3.90	......	......	......	4.80	4.90	5.05	5.20	......	5.55	......	6.20	6.35	7.50	6.70	6.95	7.90	8.00	8.15	......	......
Victor Rubber Co.,	P.	15.55	16.40	......	20.25	21.30	23.50	......	......	......	31.40	31.95	33.35	33.90	35.35	35.75	......	41.80	42.25	44.00	44.40	46.10	52.40	53.10	55.10	70.45	71.25
Springfield, O.	Ribbed	16.35	17.20	......	21.30	22.35	24.70	......	......	......	32.95	33.55	35.00	35.65	37.15	37.50	......	44.00	44.45	46.30	46.75	48.50	55.15	55.85	57.95	74.15	75.00
April 2 (5000 miles)	N.S.	17.35	18.40	......	22.85	25.60	26.25	......	......	......	35.20	35.80	37.35	38.10	39.60	40.00	48.25	48.50	49.00	50.00	52.50	54.30	61.80	62.50	64.90	83.15	8.400
	Victor G.T.	3.10	3.30	......	3.85	4.15	4.25	......	......	......	5.20	5.30	5.45	5.60	5.85	6.00	6.80	6.95	7.10	7.25	7.45	7.60	8.50	8.65	8.85	9.35	9.65
	Victor R.T.	3.40	3.60	......	4.25	4.80	4.90	......	......	......	5.75	5.95	6.10	6.30	6.45	6.60	7.70	7.75	7.90	8.15	8.30	8.45	9.40	9.60	9.80	10.60	10.75
	Springfield Tube	4.25	4.50	......	5.55	5.70	5.80	......	......	......	6.75	6.90	7.10	7.25	......	7.55	......	8.85	9.05	9.30	9.50	9.70	10.55	10.80	11.00	12.80	13.45
	Springfield R.T.	4.60	4.85	......	6.00	6.10	6.20	......	......	......	7.30	7.40	7.60	7.75	......	8.15	......	9.60	9.80	10.05	10.25	10.45	11.40	11.60	11.90	13.90	14.55
Voorhees Rubber Mfg.	Model G.T.	2.75	2.85	2.95	3.25	3.30	3.40	3.60	3.75	4.35	4.45	4.60	4.75	4.85	4.95	5.05	5.85	5.95	6.05	6.15	6.25	6.40	7.35	7.50	7.65	8.15	8.30
Co.,	Ideal R.T.	3.15	3.30	3.50	3.70	3.80	3.90	4.25	4.50	4.85	5.00	5.10	5.30	5.50	5.65	5.85	6.95	7.05	7.20	7.35	7.55	7.75	8.95	9.10	9.20	9.95	10.10
Jersey City, N.J. February 10																											
Wilson Tire & Rubber Co.,	Wearwell P.	§11.40	§11.10	......	§14.40	......	§16.85	......	......	......	......	§22.50	......	§24.10	......	......	......	......	......	......	......	......	......	......	......	......	......
Springfield, Ill.	Wearwell N.S.	§11.95	§11.65	......	§15.10	§15.95	§17.70	......	......	......	§23.15	§23.65	24.70	§25.30	......	......	......	......	......	......	......	......	......	......	......	......	......
March 1	Wearwell G.T.	2.80	2.75	......	3.40	3.45	3.50	......	......	......	4.30	4.40	4.55	4.70	4.85	5.00	......	......	5.70	5.85	6.05	6.25	7.10	7.25	7.35	8.00	......
	Wearwell R.T.	3.10	3.05	......	3.80	3.85	3.90	......	......	......	4.80	4.90	5.05	5.20	5.35	5.55	......	......	6.35	6.50	6.70	6.95	7.90	8.00	8.15	8.80	......
	Wilson N.S.	......	......	......	......	c37.80	......	......	......	......	d49.25	......	d53.90	......	......	......	......	......	......	d65.45	......	d67.75	q78.75	......	*82.55	d90.00	......
(6000 miles)	Wilson G.T.	3.10	3.05	......	3.75	3.80	3.85	......	......	......	4.75	4.85	5.00	5.20	5.80	5.50	......	......	6.30	6.45	6.65	6.85	7.70	7.90	8.05	8.40	......
	Wilson R.T.	3.40	3.35	......	4.20	4.25	4.30	......	......	......	5.30	5.40	5.55	5.70	6.45	6.15	......	......	6.95	7.15	7.35	7.60	8.50	8.70	8.85	9.30	......
Woodworth Mfg. Corp.,	P.	18.55	19.70	......	26.50	27.35	28.50	30.45	......	......	37.70	39.15	40.50	41.75	43.00	44.30	......	......	56.65	58.45	60.05	61.90	67.90	70.00	72.00	......	......
Niagara Falls, N.Y.	N.S	20.85	22.00	......	29.30	30.60	31.90	33.15	......	......	42.50	44.00	45.55	47.10	48.55	50.10	......	......	63.75	65.80	67.60	69.60	76.40	78.70	81.95	......	......
April 2 (5000 miles)	T	3.90	4.00	......	4.40	4.55	4.65	4.95	......	......	6.35	6.60	6.70	6.80	6.90	7.10	......	......	8.65	8.90	9.20	9.40	10.00	10.35	10.55	......	......

MOTOR RECORD

INCLUDING "AUTOMOBILE BUYERS' REFERENCE"

Vol. I. MAY, 1917 No. 3

It couldn't be done so we did it.

When MOTOR RECORD was first conceived in our minds, we wanted to do something that no other trade paper had done.

Instead of following the usual methods of sitting back in our offices and deciding what you ought to have in a trade paper we went out among you, Manufacturers, Jobbers, Dealers and Garagemen and found out what was most needed.

The result was that we incorporated in MOTOR RECORD complete specifications of all Gasoline and Steam Pleasure Cars and Trucks—A complete price list of all makes of Tires and Tubes, a complete list of Dealers in Orphan Car Parts, and a complete Classified List of every manufacturer with trade names of accessories and supplies. These data are revised every month—MOTOR RECORD is a trade paper devoted entirely to the merchandising of automobiles and accessories.

Beginning with the May number of MOTOR RECORD, we shall from time to time take up technical subjects, but shall review them in such a way that the ordinary layman will be able to understand and benefit by them.

In this issue is given "What Dealers Should Know About Rear Axles." Among the other subjects to be covered will be "Methods of Taking the Drive and Torque," "Gearset Design and Location," and "Points in Engine Design of Interest to Dealer."

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NOTICE TO ADVERTISERS

Insertion of new advertisements or change of copy canot be guaranteed if received later than the 15th of the month preceding the date of publication.

AUTOMOBILE dealers and salesmen are not usually technical men and cannot waste very much time on the subject of automobile design and construction. Yet there are many people who have a fairly good knowledge of automobile design, and to sell cars to this class it is necessary for the dealer to be able to discuss the features of his car from a more or less technical angle.

It is the purpose of MOTOR RECORD to publish from time to time articles on the subject of automobile design written in a clear, concise manner that will appeal to the dealer. These articles will contain no mathematics or involved discussions, which would tend to confuse the reader. They will deal with those parts of the car that the dealer should know more about.

INDICATION of how badly farm tractors are needed in the Middle West is given by the recent resolution adopted by the Kansas City Tractor Club and sent to Howard Coffin, urging that tractors and farm machinery be put on the preferred list with munitions and cars. The demand for tractors is due to the necessity of increasing food production. Tractors are not being produced fast enough to meet this demand.

In July and August immediately following the wheat harvest the demand for tractors will be the greatest, and it is imperative that a large increase in the production of tractors be made before this time. The winning of the war depends to a great extent on the ability of the American farmer to produce large crops. For the farmer to produce large crops, many tractors must be obtained quickly; so that the winning of the war depends to no small extent upon the activity of the tractor manufacturer. Judging from the way the automobile industry as a whole has responded to the call of the nation, it is safe to assume that tractor manufacturers will respond to this sudden demand.

IT is estimated that it will cost the United States two billions a year to carry on the war. To help meet this expense bonds are to be issued in all sizes from $50 up. The bonds will bear interest of 3½ per cent., and while this may seem low, it must be remembered that there are few savings banks which give more. Consideration must also be taken of the fact that it is an investment that is tax free.

This is to be America's first popular contribution to the expenses of the war. It is up to everyone who can to do his share. There are a large number of people who cannot buy $50 bonds outright, and yet who want to help their country. To remedy this many banks and even industrial concerns have arranged to sell bonds on the installment plan. Even with this, however, there still remains a certain proportion of the people who are unable to assist the government, and for this reason those who can must step forward like men and make up the deficiency.

THAT the entire automobile industry will oppose the proposed 5 per cent. tax on the total sale of automobiles by the manufacturer, is to be expected. It is the general opinion that this particular form of tax is class legislation and takes the form of a poll tax on a percentage of the people.

The automobile industry expects to stand its share of just taxation in connection with the raising of $1,800,000,000 for war funds. It does not expect to be unfairly taxed, however, and this particular 5 per cent tax is considered grossly unfair by leaders of the industry. To tax the manufacturer's excess profit is the only fair method. If a manufacturer does not make money he can scarcely be expected to pay heavy taxes, and he would not have to by this method. To tax automobiles at the factory would undoubtedly force the manufacturer to pass the tax on to the consumer, and there could be no more unfortunate time to have the price of automobiles increased than at the present.

NATURALLY the automobile trade breathes a good deal more freely now that reports to the effect that the Government was going to commandeer practically the entire commercial steel output have been proved groundless. That a great deal of apprehension was created by these rumors goes without saying, though in reality such is the magnitude of the steel industry and the ability of the men at its head that there was little real cause for worry. It is practically assured that the steel mills will be able to meet the demands of the Government, so no drastic action is necessary.

NEWS from London to the effect that lack of gasoline has practically disorganized the automobile and truck business in England gives further warning of the fact that means must be found to prevent a similar occurrence here. That some way out of the impending difficulty will be found is the hope and belief of everyone. Considering the fact that experts are giving the fuel question much though and also that a great deal of money is being spent in experimentation, perhaps there is some reason to be optimistic on the subject.

What Dealers Should Know About Rear Axles

Difference Between Semi-Floating, Three-Quarter Floating and Full-Floating Types—Arguments For and Against Each

By EDWARD G. INGRAM

THERE are a great many automobile dealers and salesmen who believe they have a pretty thorough knowledge of the design and construction of the car they are selling. Often, however, when pinned down to explain the mechanical advantages of some particular feature they find themselves unable to talk convincingly on the subject because their knowledge is in reality very superficial. Take the rear axle, for example. A salesman can usually tell what type of rear axle is used on the car he is selling. But when it comes to explaining the particular advantages of this type and making comparisons with other types he is very apt to become confused and fail to offer convincing arguments. The object of this article is to give the salesman a better understanding of axle design without wasting too much of his time and gray matter.

Automobile axles may be divided into two main classes: Live axles, and dead axles. A live axle is one through which the propelling power is transmitted to the wheels of the car, while a dead axle merely carries the weight of the frame and body. Dead rear axles now are mainly used on motor trucks in connection with double chain or internal gear drives. Live rear axles are used on practically all pleasure cars in connection with shaft and bevel, or shaft and worm gear drives.

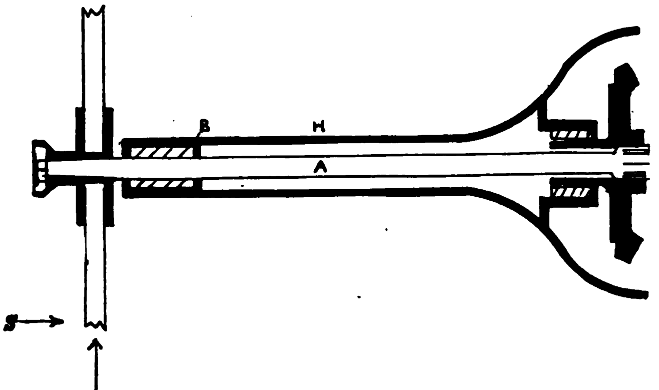


FIGURE 1.—SEMI-FLOATING AXLE

There are three types of live axles now in general use: The semi-floating, three-quarter floating and full floating. In Figures 1, 2 and 3 are shown diagramatic drawings of the three types. It will be noted that each consists of an axle housing H within which is the axle shaft A. In all three there are outer bearings located near the road wheels and inner bearings which support the bevel and differential gear assemblies. The construction of this inner bearing is the same in all three types of axles. This bearing is supported directly by the axle housing and the axle shaft passes through the center of the bearing without touching it. The bevel gear tooth pressure, therefore, is taken directly by the axle housing without passing through the axle shaft. From this point on, however, the three types differ.

There are three main duties to be performed by the rear axle. It must transmit the torque or turning effect to the road wheels; it must sustain the weight of the rear part of the car; and it must resist what may be called the bending stresses due, for instance, to the car skidding or turning a corner at a high speed. In all three types of axles the torque is taken by the axle shaft.

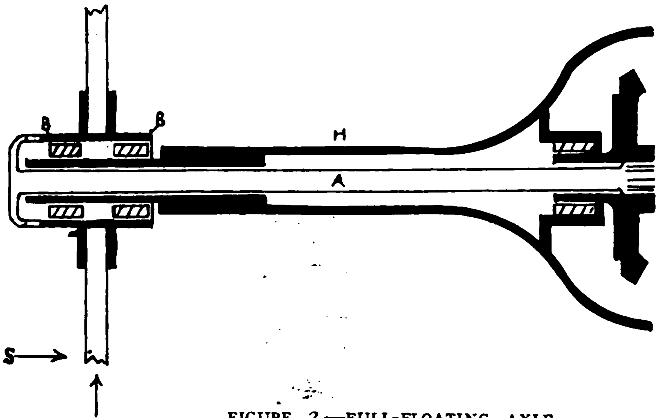


FIGURE 2.—FULL-FLOATING AXLE

In the semi-floating axle the force W, Figure 1, which represents the reaction of the ground upon the wheel in supporting the weight of the car, is transmitted first to the axle shaft A, then to the outer bearing B, then to the axle housing H, and after that, of course, to the springs of the car. In this type of axle the axle shaft is tapered at the outer end and rigidly keyed to the hub of the wheel. Therefore, the force S, due to skidding, is transmitted to the axle shaft and then to the axle housing, in this case through both the inner and outer bearings. In other words, the outer bearing will tend to act as a fulcrum for the axle shaft, the end of which will tend to rise, thus throwing a stress on the differential assembly, which will be transmitted through the inner bearing to the axle housing. It will be seen, therefore, that

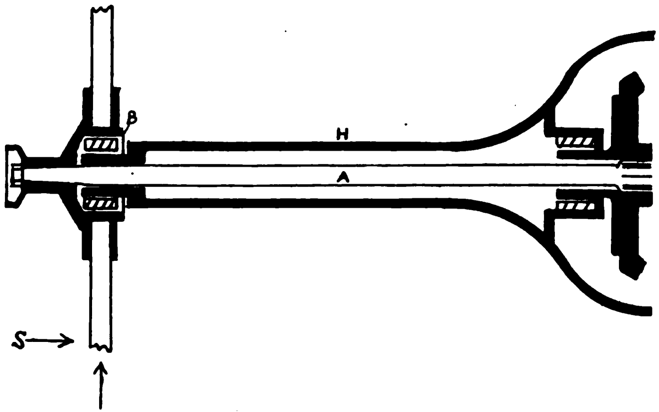


FIGURE 3.—THREE-QUARTER FLOATING AXLE

the axle shaft of the semi-floating axle has to withstand the stress due to the weight of the car and the bending stress, in addition to the torque stress.

In the full-floating axle, Figure 2, two outer bearings are used and these are placed on the outside of the axle housing, instead of on the inside, so that the reacting force W, due to the weight of the car, is transmitted from the wheel through these bearings directly to the axle housing without passing through the axle shaft.

In this type of axle the axle shaft is not tapered and fastened rigidly to the hub of the wheel, but is connected through a driving dog, or a positive clutch. For this reason all of the force S, due to skidding, is also transmitted directly to the outer bearings and thence to the axle housing, so that the axle shaft is relieved of all but torsional strains. With an axle of this design it is possible to entirely withdraw the drive shafts from the axle without removing the wheels or taking the weight of the car from off of them.

most other pieces of machinery, each embodies certain desirable characteristics not found in the others. Unfortunately the names given the different types are apt to prejudice the buyer who knows little about axle design. The expression "semi-floating" is apt to give him the idea he is getting a car with half an axle, which is by no means the case. It is up to the dealer to explain the advantages of this type in order to ensure a sale.

Probably the most desirable feature of the semi-floating axle is that it can be made lighter than the other types. With the present trend in design lightness is an advantage that cannot be overlooked. The reason it can be made lighter is because the axle housing can be made more compact owing to the fact that it does not support the weight of the car. The argument against the semi-floating axle is, of course, that the axle shaft is more apt to break because of the fact that both load and bending strain are carried by it. Also if the axle shaft does break the car will lose one wheel, which is not the case with the three-quarter or full-floating axle. With the high grades of steel now in use, however, breakage of the axle shaft is very unusual. The axle shaft itself is usually made a little heavier in the semi-floating axle in order to avoid this danger of breakage.

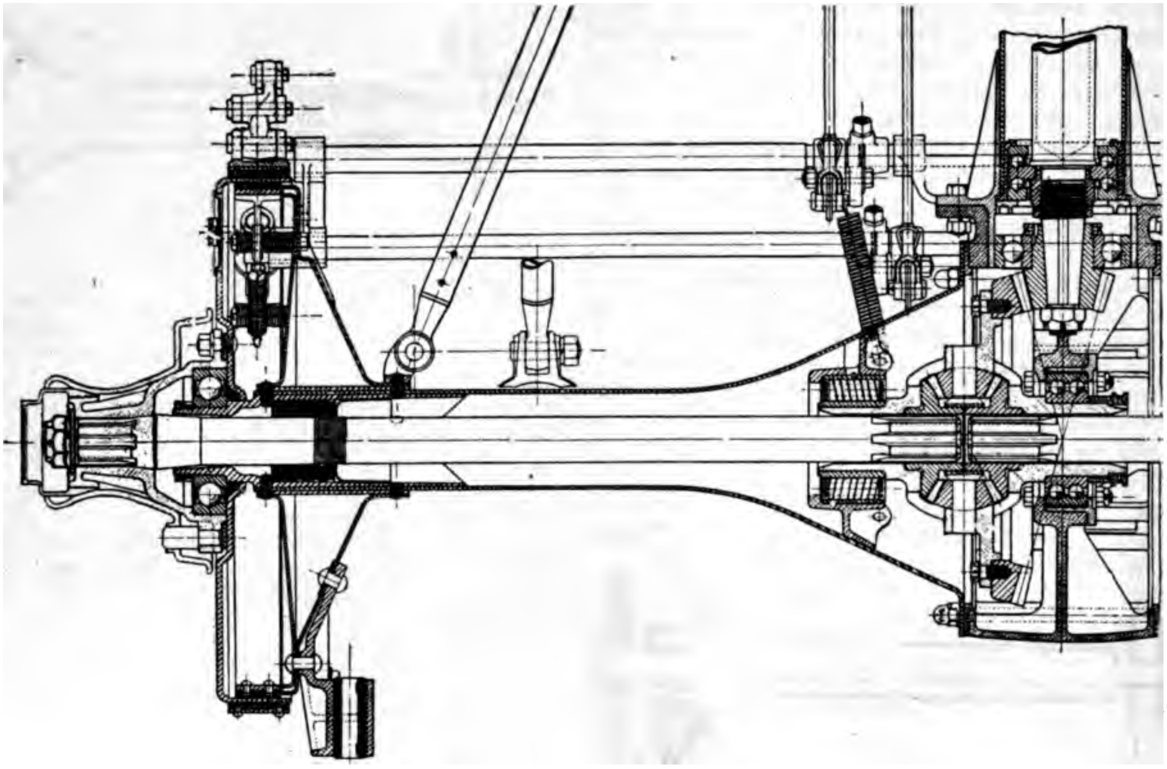


FIGURE 5.—MARMON THREE-QUARTER FLOATING AXLE

The full-floating axle is generally conceded to be theoretically the most perfect design because the drive shafts are relieved of all but torsional strains. It is a more expensive axle to build, however, so that the price of the car has a bearing on its adoption. A cheap, poorly made full-floating axle would give much poorer service than a well made semi-floating axle. Car price considerations therefore come into the question of what type of axle should be used, and this need not worry the dealer or buyer, as it is worked out by the manufacturer. The three-quarter-floating axle is also cheaper to build than the full-floating axle because single outer bearings are used. The weight of the car is not carried on the axle shaft yet the wheel is supported by it so the wheel is not so apt to wobble after long use, as sometimes occurs with the full-floating design.

In the three-quarter-floating axle shown in Figure 3 a single outer bearing is used to carry the wheel, this being located outside the axle housing as in the full-floating axle. The force W, due to the load of the car, is therefore transmitted directly to the axle housing as in the full-floating axle. Owing to the fact that the single outer bearing could not withstand alone the force S, due to skidding, the axle shaft is fastened rigidly to the hub of the wheel as in the semi-floating axle, so that part of the strain is taken by the inner bearing. The axle shaft of the three-quarter-floating axle, therefore, has to withstand bending and torsional strains, but not the strain due to weight of the car. In some makes of three-quarter-floating axle the axle shaft is not tapered and keyed to the hub, but is made straight and bolted rigidly to the hub from the outside. In this case the axle shaft can be unbolted and removed from the axle the same as in the full-floating type.

No one type of axle possesses all of the advantages of the other and none of the disadvantages. Like

A comparison of the types of axles used on various makes of car shows that the full-floating axle is the most popular. Of 135 cars, about 47 per cent. have full-floating axles, 29 per cent. three-quarter floating axles and 24 per cent. semi-floating axles. Of ten very well known cars listing at over $2,500, five, the Simplex-Crane, Mercer, Locomobile, Lozier and Winton have full floating axles; three, the Packard, Pierce Arrow, and 16-vale White have semi-floating axles; and two, the Marmon and 4-valve Stutz have three-quarter floating axles.

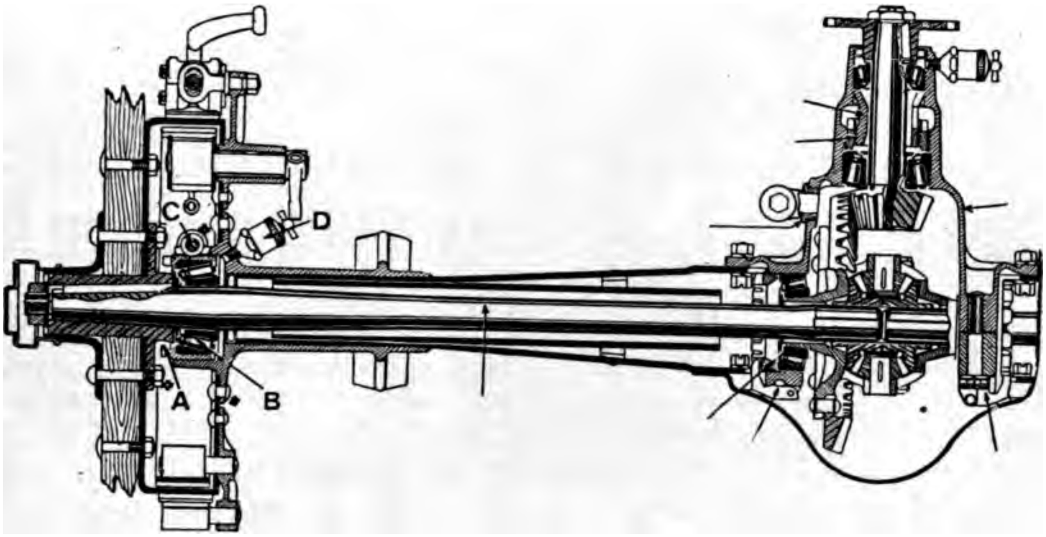


FIGURE 4.—HUDSON SEMI-FLOATING AXLE

An excellent example of a modern semi-floating axle is that of the Hudson Super-Six, shown in Figure 4. This axle is of Timken manufacture and the Timken type of conical roller bearings are used. The wheel hub is keyed to the tapered end of the axle shaft in the usual way, but a special feature is that the inner race of the outer bearing is ground on the same taper.. This makes unnecessary any shoulder or collar which would tend to localize strains eventually cause a break.

Because of the conical shape each wheel bearing keeps its axle shaft from being pulled out of the housing, and the two shafts abutt at their inner ends. They are thus held from endwise displacement between the two wheel bearings just as if they were a single shaft. The load distribution on the bearings when the car is rounding a curve is excellent. Centrifugal force will throw extra weight on the outside wheel of the car, but the end thrust is transformed to the bearing of the inside wheel, which is relieved of radical load to the same degree that the load on the outer wheel bearing is increased.

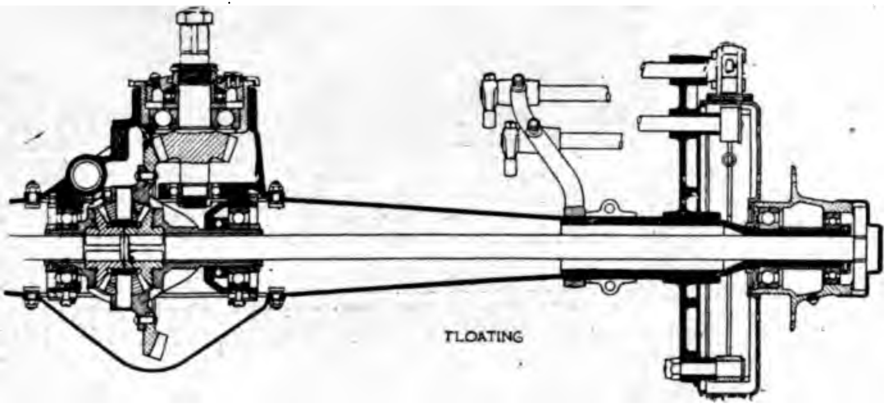


FIGURE 6.—SHELDEN FULL-FLOATING AXLE

In the Marmon three-quarter floating axle shown in Figure 5, both ball and straight roller bearings are used. This axle is built by the makers of the car and lightness has been aimed at in the design. The Shelden axle shown in Figure 6 is a typical example of the full-floating construction.

A new four-passenger speedster has been placed on the market by the Hudson Motor Car Co., of Detroit. This is mounted on the same chassis as the Hudson phaeton, with the exception that the steering gear is lower and the contral set adapted to the low seats used in the four-passenger speedster model. The motor is the Hudson super-six, and throughout the parts are practically the same as in the phaeton model.

In appearance the car is lower and longer than the Hudson touring car, an impression which is gained by the fact that 32 by 4½-in. wheels are used instead of the 35-in. diameter on the touring car. The longer appearance is due to the low lines. This car is approximately 200 lb. lighter than the phaeton.

A difference from the standard model is that the extra tires are carried on the rear of the speedster instead of on the running board. In looks and performance it is all that could be desired as a speedster.

Specifications for Pleasure Cars 1917

ABBREVIATIONS:—**MOTORS**—**Wisc.**, Wisconsin; **Cont.**, Continental; **Lycmg.**, Lycoming; **Widly**, Weidely; **T'tor**, Teetor; **H-Splm.**, Hershel-Spelman; **Ruten.**, Rutenber; **G. B. S.**, Golden, Belknop & Swartz; **Ster.**, Sterling; **North.** Northway; **Masnk.**, Masnick. **SHAPE OF CYLINDERS**—**L.**, Valves on one side of Cylinder; **T.**, Valves on opposite sides; **I.**, Valves in head; **F.**, Valves on side and in head; **S.**, Sleeve valve. **PISTON RING**—**Diag.**, Diagonal; **Wass.**, Wasson. **CAMSHAFT DRIVE**—**Hel.**, Helical; **Chn.**, Chain; **Spr.**, Spur; **Gr.**, Gear. **COOLING SYSTEM**—**P.**, Pump; **T.**, Thermo Syphon; **A.**, Air Cooled; *****, Thermostatic Control. **OILING SYSTEM**—**F.**, Force Feed; **S.**, Splash; *****Indicates Engine uses Drilled Crankshaft. **CARBURETOR**—**Stmbrg.**, Stromberg; **Schbler**, Schebler; **Rayfld**, Rayfield; **Tiltson**, Tillotson. **FED BY**—**V.**, Vacuum; **P.**, Pressure; **G.**, Gravity. **IGNITION SYSTEM**—**Eisen.**, Eisemann; **West.**, Westinghouse; **Conn.**, Connecticut; **G. X D.**, Gray-Davis; **Al-Ch.**, Allis Chalmers; **At-K.**, Atwater-Kent; **Auto.**, Autolite; **Split.**, Split-dorf; **V. Sl.**, U. S. Lt. & Heat Co.; **Wd. Leon.**, Ward-Leonard; **S.**, Single; **D.**, Double; **H.**, Hand Spark Advance; **A.**, Automatic Spark Advance; **Dup.**, Duplex. **CLUTCH TYPE**—**D.**, Disc; **DD.**, Dry Disc; **O. D.**, Oil Disc; **C.**, Cone; **C-U.**, Control Unit; **F. D.**, Friction Drive. **GEARSET LOCATION**—**U. P. P.**, Unit Power Plant, Engine Clutch and Transmission in one unit; **To'T.**, Gearset on forward end of Torque Tube; **R. Ax.**, Unit with Rear Axle; **C-U.**, Control Unit. **REAR AXLE**—**F.**, Floating; **S. F.**, Semi-Floating; **D.**, Dead. **GEARS**—**Sp. B.**, Spiral Bevel; **Bev.**, Bevel; **C-U.**, Control Unit. **REAR SPRINGS**—**Semi.**, Semi-Elliptical0 **El.**, Elliptical; **Cant.**, Cantilever; **D Cant.**, Double Cantilever; **Plat.**, Platform; †Indicatrs Hotchkiss Drive used. **BEARINGS**—**B.**, Ball; **R.**, Roller; **P.**, Plane.

NAME AND MODEL		MOTOR						CYLINDERS					CAR-BURETOR		IG-NITION SYSTEM		TRANSMISSION						RUNNING GEARS				BEARINGS					
																			REAR AXLE													
	Price Touring Car	Make of Engine	Number Cylinders	Bore and Stroke in Inches	Rated H. P.	Shape of Cylinder	Size of Spark Plug	How Cast	Make or Type Piston Rings	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Make and Type	Fed by	Make Type	Make of Starting-Lighting System	Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel	Size of Carburetor	Size of Brake Banding
Abbott, 6-44	1195	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Stmberg-S	V	Remy S-H	Remy-1	D D	U P P	Salisbury	¾ F	Sp B	4.75	122	32x4 s	Firestone	Semi	3	B	R	R		
Abbott, 6-60	1595	Cont	6	3½x5¼	29.40	L	⅞						Stmbrg		Remy	Remy	D P						122	34x4 s								
Aland 14-60		Own	4	3 x5½		I					T-S	F	Zenith	V	Eisen S-H	U S L 2	D D	U P P	Timken	S F	Sp B	4.33	122	33x4		Semi	3	B	R	B		
Allen, 37	795	Own	4	3¾x5	22.50	I		Blk	Diag	Hel	T-S	S	Stmbrg-V	V	West S-H	West-2	C	U P P	Own	F	Bev	4.00	112	32x3½ s	Firestone	Semi	2					
Allen, Classic	850	Own	4	3¾x5	22.50	L	⅞	Blk	Diag	Hel	T-S	S	Stmbrg-V	V	West S-H	West-2	C	U P P	Own	F	Bev	4.00	112	32x3½ s	Firestone	Semi	2	B-P	B	B	1	12½x2
Alter, F-6-40	850	Falls	6	3 x4½	21.60		⅞	Blk	Diag	Hel	T-S	F & S	Schbler-V	V	Conn S H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	114	32x3½	Cleveland	Semi	3					
Alter, E-4-30	675	LeRoi	4	3⅛x4½	15.63			Blk	Diag	Hel	T-S	F & S	Schbler-V	V	Conn S-H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	106	30x3½	Cleveland	Semi	3					
American, A	1285	Amco	6	3 x5	21.60	L	⅞	Blk	Diag	Hel	P	Sp	Zenith-V	V	G & D S-H	G & D-2	D D	U P P	Salisbury	¾ F	Sp B	4.42	122	32x4 s	Detroit	Semi	3	B & P	B-R	B		
Ams-Sterling	875	LeRoi	4	3⅛x4½	15.63	L	⅞	Blk	Diag	Hel	T-S	F & S	Stmberg	G	Bosch	Bosch-2	D D	U P P	Adams	¾ F	Sp B	4.50	110	30x3½ s		Semi	2	R	B	B		
Anderson, 200	1350	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Own-S	G	West D-H	West-2	D	U P P	Mott	¾ F	Bev	4.42	120	33x4 s	Baker	Semi	3	B	B	B		
Apperson, 8-17	2000	Own	8	3¼x5	33.80	L	⅞	4	Inld	Hel	T-S	F*	Johnsn-V	V	Remy D-H	Bijur-2	D D	Sep	Own	F	Sp B	4.58	130	35x4½ s	Firestone	¾ El	3	R	R	R	1¼	⅜x2
Apperson	1690	Own	6	3½x5	29.40	L	⅞	Blk	Inld	Hel	P	F*	Rayfld-V	V	Con D-H	Bijur-2	D D	Sep	Hess	F	Sp B	4.41	122	34x4 s	Firestone	¾ El	3	R	R	R	1¼	⅜x2¼
Arbenz, 25		Lycmg	4	3¾x5		L	⅞			Hel	T-S	S	Carter	G	Alpco S-H	Aplco-1	C	U P P	Gemco	F	Bev	4.25	108	30x3½		Cant	2	B	R	B		
Auburn, 6-44	1535	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	Delco S-H	Delco-1	D D	U P P	Columbia	F	Sp B	4.00	131	35x4½ s	Firestone	Cant	3	B & P	R	B		
Auburn, 6-39	1145	Ttor	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	Remy S-H	Remy-2	D D	U P P	Columbia	F	Sp B	4.42	120	34x4 s	Firestone	Semi	3	B	R	B		
Austin, 12	3750	Widly	12	2⅞x5	39.68	I	⅞	3	Burd	Hel	P	F*	Stmbrg-V	V	Delco S-H	Delco-2	D D	U P P	Spec. Aust	in 2	-sp A	xle	142	34x4½ q	Firestone	D Cant	3	B	B & R	R		
Bell, '17	875	Lycmg	4	3½x5	19.60	L	⅞	Blk	Diag	Hel	T-S	F & S	Zenith	V	At K S-H	G & D-2	D D	U P P	Adams	F	Bev	4.25	112	31x4	Firestone	¾ El	2	R	R	B		
Ben-Hur, 17	1875	Buda	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Gravity-S	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.45	126	35x4½	Miller	Semi	4	B	R	R		
Biddle, D	2350		4	3¾x5⅛	22.50	L	⅞	Blk	Diag	Hel	T-S	F & S	Zenith	V	Elsm	G & D-2	D D	U P P		¾ F	Bev	4.00	122	32x4 s	Stanweld	¾ El	3	B	B & R	B		
Bour-Davis, 17	1250	Cont	6	3¼x4½	25.35	L	⅞	Blk	Step	Spur	P	F & S	Stmbrg-S	V	Remy	Remy	D D	U P P	Salisbury	¾ F	Sp B	4.57	118	32x4 s	Detroit	Semi	3	B & P	B & R	B		
Brewster	*5000	Own	4	4 x5½	25.26	I	⅞	Blk	Diag	Ch	P	F & S	Zenith-V	V	Bosch S-H	U S L-1	C	Tr. T	Own	F	Sp B	4.25	125	34x4½ s	Firestone	Cant	3	B	B	R		
Briscoe, 4-24	725	Own	4	3⅝x5⅛	15.86	L	⅞	Blk	Diag	Hel	T-S	S	Carter-V	G	Conn S-H	Split-2	C	R Ax	Own	F	Bev	4.23	105	30x3½ q	Jackson	El	2	B R & P	B & R	B	1	1½
Buick, D-44 to 47	1040	Own	6	3¼x4½	25.35	I	⅞	Blk	Step	Hel	P	S	Marvel-V	V	Delco S-H	Delco-1	C	U P P	W. Mott	F	Sp B	4.08	115	34x4 s	Baker	Cant	4	B	B & R	B		
Buick, D 34 & 35	675	Own	4	3⅜x4¾	18.23	I	⅞	Blk	Step	Hel	P	S	Marvel-V	V	Delco S-H	Delco-1	C	U P P	W. Mott	¾ F	Bev	4.08	106	31x4 c	Prudden	Semi	3	B & R	B & R	B		
Cadillac, 55	2240	Own	8	3⅛x5⅛	31.25	L	⅞	4	Diag	Ch	P*	F*	Own-V	P	Delco S-A	Delco-1	D D	U P P	Timken	F	Sp B	4.43	125	36x4½ s	Kelsey	Plat	3	B	R	R	1½	17x2½
Cameron, '17	1250	Amco	6	3 x5	21.60	L	⅞	Blk	Step	Hel	P	F & S	Zenith-S	V	G & D S-H	G & D-2	D D	R Ax	Own	S-F	Sp B	4.00	122	32x4	D Wheels	Cant	3	B & R	B	B	1¼	
Case, 40	1190	Own	4	3⅝x6	21.03	L	⅞	Blk	Gill	Hel	T-S	F	Rayfld-S	G	Conn S-H	Auto-2	C	U P P	Salisbury	¾ F	Sp B	4.42	120	34x4q	Goodyear	Cant	3	R & P	R	R		
Chadwick, *	5500	Own	6	5 x6	60.00	L		2	Diag	Hel	P	F	Own	V	Bosch	West-2		U P P	Own	D		2.25	133	37x5		Plat	4	B	B	B		
Chalmers, 6-30	1390	Own	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	T-S	F & S	Stmbrg-S	V	Remy S-H	West-2	D D	U P P	Timken	S-F	Sp B	5.18	122	34x4 s	Kelsey	Semi	3	R	R	R	1¼	14¾x2½
Chalmers, 6-30	1290	Own	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	T-S	F & S	Stmbrg-S	V	Remy S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.75	115	32x4 s	Kelsey	Semi	3	R	R	R	1	12x2
Chandler, 17	1395	Own	6	3½x5	29.40	L	⅞	3	Wass	Ch	P	F & S	Rayfld-V	V	Bosch S-H	G & D-2	D D	U P P	Own	F	Sp B	4.40	123	34x4 s		Semi	3	B	B	R		
Charter Oak, A		H-Splm	6	4 x5½		T				Spv	P	F	Rayfld	G	Bosch D-H	West-1	D D	U P P	Timken	F	Sp B	3.77	135	35x5		Semi	3	R	R	R		
Chevrolet	550	Own	4	3¹¹⁄₁₆x4	21.75	I	⅞	Blk	Diag	Hel	T-S	S	Zenith-G	G	Conn S-H	Auto-2	C	U P P	Own	¾ F	Bev	3.63	102	30x3½ q	Detroit	¼ Cnt	3	B	R	B		
Chevrolet, D	1385	Own	8	3⅜x4	36.45	I	⅞	Blk	Diag	Hel	P	S	Zenith-V	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	120	34x4q	Demount	¼ Cnt	3	B & P	R	C & C		
Chevrolet, F	800	Own	4	3¹¹⁄₁₆x4	21.75	I	⅞	Blk	Diag	Hel	T-S	S	Zenith-V	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	108	32x3½ q	Demount	¼ Cant	3	B & P	R	C & C		
Chicago	1250	Model	6	3 x5	21.60			Blk	Diag	Hel	P	S	Rayfld-S	V	G & D S-H	G & D-2	D D	U P P	Timken	F	Sp B	4.25	120	32x4	Firestone	Semi	3	R	R	R		
Cole, 860	1695	North	8	3½x4½	39.22	L	⅞	4	Wass	Hel	P	F & S	Stmbrg-V	V	Delco S-H	Delco-2	C	U P P	Columbia	F	Sp B	4.46	127	35x4½ q	Goodrich	Semi	3	C & P	R	R		
Colonial, 35	995	Falls	6	3 x4½	21.60			Blk	Diag	Gear	T-S	F & S	Stewart-V	V	Remy S-H	Al-Ch-1	C	U P P	Lewis	F	Bev	4.41	116	32x3½	Goodyear	Cant	3	B	B	B		
Colombia D	1250	Cont	6	3¼x4½	25.35	L	⅞	Blk	Step	Hel	P	F & S	Stmbrg-S	V	A-K	Wd. Leon	D	U P P	Timken	¾ F	Sp B	4.75	115	32x4	Firestone	Cant	4	B	R	R	1	1¾
Crawford	1750	Cont	6	3½x5¼	29.40	L	⅞	Blk	Step	Hel	P	F & S	Stmbrg	V	Bosch	West	D	U P P	Timken	¾ F	Sp B	4.50	120	34x4	Goodrich	⅝ El	3	R	R	R	1¼	16
Crow-Elkhart, 35	795	Lycmg	4	3½x5	19.60	L	⅞	Blk	Diag	Hel	T-S	F & S	Zenith-V	G	Conn S-H	Dyneto-2	O D	R Ax	Salisbury	F	Bev	4.00	114	32x3½ s	Funk	¾ El	2	B	R	B		
Crowther-Duryea	650		4	3¾x4¼				Blk			T-S		Schbler	G		Split		R Ax	Duryea	D	S		110	32x3½		¾ El						
Cunningham, V	3750	Own	8	3¾x5	45.00	L		4	Diag	Hel	P	F	Stmbrg-V	V	West S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	132	37x5	Firestone	Semi	3	B & R		R		
Daniels, A	2800	H-Splm	8	3¼x5	33.80	L	⅞	4	Diag	Hel	P	F	Zenith-V	V	West S-H	West-2	D D	U P P	Timken	¾ F	Sp B	4.42	127	34x4½ s	Firestone	Semi	3	B & R	R	R	1¼	15x2½
Darling		Cont	6	3½x5¼							P	F	Stmbrg	V	At-K	Bijur	D	U P P	Timken	F	Sp B		130	33x4½		Semi						
Davis, J	1495	Cont	6	3½x5¼	29.40	L	⅞	Blk	Step	Hel	P.	F & S	Stmbrg-S	V	Delco D-H	Delco-2	C	U P P	Columbia	F	Sp B	4.42	124	34x4½	Firestone	Semi	3	B	R	R		
Davis, H	1195	Cont	6	3¼x4½	25.35	L	⅞	Blk	Step	Hel	P	F & S	Stmbrg-S	V	Delco D-H	Delco-2	C	U P P	Columbia	¾ F	Sp B	4.58	118	34x4	Firestone	Semi	3	B	R	B		
Detroiter, 6-45	1195	Cont	6	3¼x4½	25.35	L	⅞	Blk	Dupx	Hel	P	F & S	Ball-S	V	Conn S-H	Auto-1	D D	U P P	Timken	S-F	Sp B	4.75	119	33x4 s	Kelsey	Semi	3	B & P	R	R		
Dispatch, G	1210	Wisc	4	3¾x5	22.50	L	½	Blk	Diag	Hel	P	F*	Rayfld-V	V	Bosch S-H	U S L	CU	C U	Own		C U	4.12	120	33x3½ q	Goodyear	El	3	B	B	B		
Dixie	845	Lycmg	4	3¼x5	16.92	L	⅞	Blk	Diag	Hel	T-S	S	Carter-F	V	Conn S-H	Dyneto-2	C	U P P	Peru	F	Sp B	4.75	112	32x3½ s	Stanweld	¾ El	2	B & P	B & R	B		
Dodge	835	Own	4	3⅞x4½	24.03	L	⅞	Blk	Diag	Hel	P	F & S	Stewart-S	V	Delco S-H	N. East-1	D D	U P P	Own	F	Sp B	3.61	114	32x3½ s	Kelsey	¾ E.†	3	B	R	R	1⅛	14x2½
Dorris, I B-6	2475	Own	6	4 x5	38.40		⅞	3	Diag	Hel	P	F*	Stmbrg-V	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	128	36x4½ s	Stanweld	Plat	7	R	R	R		
Dort	695	Own	4	3¼x5	16.90	L	⅞	Blk	Diag	Hel	T-S	S	Carter-V	G	Conn S-H	West-2	C	U P P	Walker W	¾ F	Bev	4.07	105	30x3½ s	Jackson	Cant	2	B	B R & P	B	1	
Drexel		Own	4	3½x5		I	⅞			Chn	T-S	F & S	Stmbrg	V	Bosch S-H	Bijur-1	D	U P P	Timken	S-F	Sp B	4.42	118	34x4		Semi El	2	B	R	R		
Drexel, R-30	855	Own	4	3½x5	19.60	I	⅞	Blk	Diag	Chn	T-S	F & S	Stmbrg-S	G	osch S-H	Bijur-2	C	U P P	Peru	F	Bev	4.25	112	33x4	Goodyear	¾ El	2	B	R	B		
Drummond		H-Splm	8	3 x5		L	⅞			Hel	P	F	Zenith	V	est S-H	West-1	D	U P P	Columbia	F	Sp B	4.42	120	34x4		Cant	3	B	R	R		
Eagle-Rotary	700	Own	5	3¼x3½	21.13	L	⅞	Sing	Maco	Mb'r	R M	S	Zenith-S	G	At K S-A	Al-Ch-1	D D	U P P	American	S-F	Bev	4.00	108	34x4	Stanweld	Cant†						

Elcar, 2	845	Lycmg	4	3½x5	19.60	L	...	Blk	Diag	Hel	T-S	S	Carter-V	V	Delco S-H	Dyneto-2	D D	U P P	Salisbury	F	Sp B	4.08	115	32x3½ s	Stanweld	Semi	2	B & R	B & R	B	...	...
Elgin	985	Falls	6	3 x4¼	21.60	I	⅞	Blk	Diag	Hel	T-S	F & S	Stmbrg-S	V	Remy S-H	Wagner	D D	U P P	Salisbury	F	Sp B	4.50	116	33x4 s	Stanweld	Cant	3	B	B	B	...	...
Empire, 50	960	Ttor	4	3⅞x5	24.03	T	⅞	Blk	Diag	Hel	P	S	Stmbrg-V	V	Conn S-H	Auto-2	D P	U P P	Mott	¾ F	Bev	4.00	115	33x4 s	Stanweld	Semi†	3	B & P	R	B	1	12x2
Empire, 70-A-6	1235	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Conn S-H	Auto-2	D D	U P P	Hess	F	Sp B	4.42	120	34x4 s	Stanweld	¾ El†	3	B & P	B & R	B	1	12x2
Empire, 60-R	...	Cont	6	3¼x4½	25.35	T	⅞	Blk	Diag	Hel	P	F & S	Stmbrg	V	Conn S-H	Auto-2	D D	U P P	Mott	¾ I	Bev	4.42	120	34x4 s	...	¾ El†	3	B & P	R	B	1	12x2
Enger, '17	1295	Own	12	2⅝x3½	34.80	I	⅞	Blk	Step	Chn	T-S	F & S*	Stmbrg-V	G	Remy S-H	West 2	D D	U P P	Hess	F	Sp B	4.75	116	32x4 s	Stanweld	Cant	3	B & P	B & R	B	...	...
Erie, 33	795	GBS	4	3¾x4½	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Schbler	G	Dixie	Dyneto-2	D	U P P	Salisbury	¾ F	Bev	4.00	118	33x4	Firestone	¾ El	3	B	R	B	1	13x1¾
Fiat, 55	5500	Own	4	5⅛x6¾	42.03	L	...	Blk	Step	Hel	P	F	Zenith-V	P	Bosch D-H	West-2	O D	Sep	Own	S-F	Sp B	2.75	140	35x5 c	Firestone	Semi	3	B	B	B	...	...
Ford, T	360	Own	4	3¾x4	22.50	L	½	Blk	Diag	Spr	T-S	S	Holly	G	Own S-H	...	O D	U P P	Own	S-F	Bev	3.63	100	30x3½ c	Clincher	Trans.	3	P	R	B	...	...
F. R. P. 45	6000	Own	4	6x6¾	34.38	I	Metr	Blk	Diag	Wm	P	F & S	Long-V	P	Bosch 2-Pt	Bosch-2	C	Sep	Own	F	Bev	2.25	110	36x5	D Wheels	Semi	3	B	B	B	...	...
F. R. P. 45	*7000	Own	4	4—x6¾	34.28	I	Metr	Blk	Diag	Wm	P	F & S	Long-V	P	Bosch 2-Pt	Bosch-2	C	Sep	Own	F	Bev	3.00	140	36x5	D Wheels	Semi	3	B	B	B	...	...
Franklin, 9	1950	Own	6	3¼x4	25.35	I	⅞	Sing	Inld	Hel	A	F*	Own-V	V	At K S-A	Dyneto-1	O D	Sep	Own	S-F	Sp B	3.92	115	32x4 s	Goodyear	El**	7	B	B	B	...	...
Geneva	2500	H-Splm	6	4 x5½	13.40	T	...	3	Diag	Hel	P	F & S	Rayfld	V	Eise'n S-H	West-2	D D	U P P	Timken	F	Sp B	3.76	139	34x4½	D Wheels	Semi†	3	R	R	R	...	...
Ghent, 8-40	1050	...	8	2⅝x4	22.05	T	...	4	Diag	Hel	T-S	F & S	...	..	G & D S H	G & D-2	D D	U P P	...	¾ F	Sp B	4.50	120	33x4	...	Semi†	3	...	...	...	...	...
Glide, 40	1295	Ruten	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	West S-H	West-2	D D	U P P	American	¾ F	Sp B	4.64	119	34x4 s	Goodyear	¾ E†	3	B & P	B	R	...	...
Grant, K	875	Own	6	3 x4¼	21.60	I	⅞	Blk	Burd	Hel	T-S	S	Stmbrg-S	V	Remy S-A	Wagner-2	C	U P P	Peru	F	Bev	4.50	112	32x3½ s	Firestone	Cant	3	B & P	B & R	B	...	...
Great Eagle, 17-4	3500	Wisc	4	4¾x5½	36.10	L	⅞	2	Step	Hel	P	F & S	Stmbrg-S	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	4.50	146	37x5	Firestone	Cant	3	...	...	...	...	...
Hal, 12	2600	Widly	12	2⅞x5	39.68	I	⅞	3	Burd	Hel	P	F	Stmbrg-V	V	Remy D-H	West-2	D D	U P P	Timken	F	Sp B	4.46	135	34x4½ s	Stanweld	Semi†	3	B	R	R	...	...
Hackett, 4	888	G-B & S	4	3¾x4¼	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Carter	V	G & D S-H	G & D-2	O D	U P P	Weiss	S-F	Bev	4.00	112	32x3½	Firestone	¾ El†	3	R	R	B	1	1¾x12
Harroun, A	595	Own	4	3¼x5¼	16.90	I	...	Blk	Diag	Hel	T-S	F & S	Stmbrg-M	V	Bosch S-H	Remy-2	O C	U P P	Own	F	Bev.	4.00	107	30x3½q	Demount	Cant	3	B	B & R	R	1	12¾x1¾
Harvard, 4-20	*750	Sterl	4	3 x4½	14.40	L	½	Blk	Diag	Hel	T-S	S & F	Zenith-V	G	At K S-H	Wagner-2	C	U P P	Det G Di	S-F	Bev.	4.00	100	28x3	Baker	Cant	2	B & P	B & R	R	...	...
Hatfield	800	C-B & S	4	3¾x4¼	22.50	I	⅞	Blk	Diag	Ghn	T-S	F & S	Stmbrg-S	V	Conn S-H	Disco-2	O D	U P P	Peru	F	Bev	4.23	106	31x4	Detroit	Cant	3	B	R	B	...	...
Hatfield	950	G-B & S	4	3¾x4¼	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Stmbrg-S	V	Conn S-H	Dyneto-2	O D	U P P	Peru	F	Bev	...	115	32x4	Firestone	¾ El	3	B	R	B	...	...
Haynes, 40	2095	Own	12	2¾x5	36.30	I	⅞	6	Burd	Chn	P*	F	Rayfld-V	V	Delco SHA	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	121	35x4½ s	Firestone	Semi†	3	B	B	B	1¼	13⅝
Haynes, 36	1485	Own	6	3½x5	29.40	L	⅞	Blk	Burd	Hel	P	S	Rayfld-S	V	Remy S-H	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	121	34x4 s	Firestone	Semi†	3	B	B	B	1¼	13⅝
Haynes, 37	1725	Own	6	3½x5	29.40	L	⅞	Blk	Burd	Hel	P	S	Rayfld-S	V	Remy S-H	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	127	35x4½ s	Firestone	Semi†	3	B	B	B	1¼	13⅝
Haynes, 41	2225	Own	12	2¾x5	...	I	⅞	6	...	Chn	P	F	Rayfld-V	V	Delco S-H	Leece-N	D D	U P P	Own	¾ F	Sp B	4.42	127	34x4½ s	...	Semi El	3	B	B	B	1¼	13⅝
Hollier, 178	1185	Own	8	3 x4¼	28.80	L	⅞	4	Diag	Hel	T-S	F & S*	Stewart-V	V	At K DHA	Split-1	C	U P P	Own	F	Bev	4.50	116	34x4 s	Firestone	Cant	3	B	B	R	...	...
Hollier, 186	985	Falls	6	3 x4¼	21.60	I	⅞	Blk	Diag	Hel	T-S	S	Stewart-V	V	Remy S-A	Al-Ch-1	C	U P P	Own	F	Bev	4.50	116	32x3½ s	Firestone	Cant	3	B	B	R	...	...
Howard	...	Cont	6	3¼x4½	...	L	...	...	...	Hel	P	F & S	Stewart	V	At K S-A	1 -	D D	U P P	Hess	F	Sp B	4.75	118	32x4	...	Semi-El	3	B	B & R	R	...	...
Homer Laughlin, D.	*1050	Own	8	2¼x3¾	16.20	L	...	4	Diag	Chn	T-S	S	Ensign-V	P	At K D-A	Disco-1	F D	...	Own	D	...	...	112	30x3½	Spranger	C Cant	2	B	B	B	...	...
Hudson-Super 6	1650	Own	6	3½x5	29.40	L	⅞	Blk	Diag	Hel	P	S	Own-H	P	Delco SHA	Delco-1	O D	U P P	Timken	S-F	Sp B	4.46	125½	35x4½ s	Kelsey	Semi†	4	R & P	R	R	1¾	16x2¼
Hupmobile, N-U	1440	Own	4	3¾x5½	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Zenith-S	G	At K SHA	West-2	O D	U P P	Own	¾ F	Sp B	4.64	134	35x4½ s	Firestone	Semi†	3	B & R	B	R	...	...
Hupmobile, N & NR.	1285	Own	4	3¾x5½	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Zenith-S	G	At K SHA	West-2	O D	U P P	Own	¾ F	Sp B	4.64	119	34x4 s	Firestone	Semi†	3	B & R	B	R	...	...
Inter-State, T	850	Own	4	3½x5	19.60	L	⅞	Blk	Diag	Hel	T-S	S	Schbler-V	G	Remy S-H	Remy-2	C	R Ax	Peru	¾ F	Bev	4.00	110	33x4q	Firestone	¾ El	3	B R P	B R	B	...	...
Jackson	1395	Ferro	8	3 x3½	28.80	I	⅞	Blk	Diag	Hel	T-S	F	Zenith-V	V	Auto S-A	Auto-2	D D	U P P	Salisbury	F	Sp B	4.75	118	34x4 s	Detroit	El	3	R	R	B & C	...	...
Jeffrey, 671	1465	Own	6	3½x4⅝	29.40	L	⅞	Blk	Step	Chn	P	F & S	Rayfld-S	V	Delco S-H	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	125	34x4q	Stanweld	¾ El	3	R	R	R	...	...
Jeffrey, 472	1095	Own	4	3¾x5½	22.50	L	⅞	Blk	Step	Hel	P	F & S	Stmbrg-V	V	Split S-H	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	116	34x4q	Stanweld	¾ El†	3	R	R	R	...	...
Jones, B-26	1475	Lewis	6	3½x5¼	29.40	L	...	Blk	Diag	Hel	T-S	F & S	Stmbrg-V	V	Remy D-H	Auto-2	D D	U P P	Timken	F	Sp B	5.00	125	34x4	Firestone	Semi†	3	R	R	R	...	...
Jordan, 17	1650	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Bosch S-H	Bijur-2	D D	U P P	Timken	S-F	Sp B	4.46	127	35x4½	Firestone	Semi†	3	B	R	R	...	...
Kent	1085	Cont	4	3¾x5	22.50	L	⅞	Blk	Diag	Hel	T-S	S	Zenith-S	V	Bosch S-H	Bosch-2	C	U P P	Timken	F	Sp B	4.08	116	32x4	Firestone	¾ El†	3	P	R	R	...	...
King, E	1585	Own	8	3 x5	28.80	L	½	4	Step	Chn	T-S	F	Ball-V	V	At K S-H	Bijur	D D	U P P	American	F	Sp B	4.64	120	34x4 s	Stanweld	Cant	3	R & P	...	B	1¾	14x2
Kissel, 100 pt. 6	1295	Own	6	3¼x5	25.35	L	⅞	Blk	Burd	Hel	P	F & S	Stmbrg-S	V	Remy S-H	Own-2	C	U P P	Own	F	Sp B	4.58	117	34x4 s	Stanweld	¾ El†	3	B	R	R	...	...
Kissel, 6-42	1750	Own	6	3⅝x5½	31.54	L	⅞	Blk	Burd	Hel	P	F & S	Stmbrg-S	V	Eise'n S-H	West-2	D D	U P P	Own	F	Sp B	4.00	128	34x4½ s	Stanweld	¾ El†	3	B	R	R	...	...
Kline, 6-38	1295	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	West S-H	West-2	D D	U P P	Hess	F	Sp B	4.50	120	34x4 s	Firestone	¾ El†	3	B	R	B	...	...
Lambert, 90	...	Ruten	4	4⅛x5¼	...	L	⅞	...	...	Spv	...	S	Schbler	V	Remy S-H	Remy	...	...	Salisbury	S-F	...	...	115	34x3½	...	El	..	...	...	B	...	...
Lambert, 80	...	Cont	6	3¼x5½	...	L	...	...	...	Spv	P	S	Schbler	V	Remy S-H	Remy-1	...	...	Salisbury	S-F	...	...	112	33x4	...	El	..	...	...	B	...	...
Laurel, 35	895	G-B & S	4	3¾x4¼	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Schbler-V	G	Split S-H	Disco-2	O D	U P P	Peru	F	Bev	4.25	112	32x3½ s	Goodyear	Cant	..	B	R	B	...	...
Lenox, O	2650	Buda	6	3¾x5½	33.50	..	...	Blk	Diag	Spur	P	S	Carter	V	Eise'n S-H	Bijur-2	D D	U P P	Timken	F	Sp B	4.10	130	34x4½	Firestone	Semi-El	3	...	...	...	...	...
Lexington, 6-P	2875	Cont	6	4⅛x5¼	40.84	L	⅞	3	Step	Hel	P	F & S	Stmbrg-V	V	At K D-H	West-2	C	U P P	Timken	F	Sp B	4.08	144	36x4½ s	Firestone	¾ El	3	B	R	R	...	...
Lexington, 6-O	1185	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	Conn S-H	West-2	D D	U P P	Hess	F	Sp B	4.75	116	32x4 s	Goodyear	¾ El†	3	B & P	B & R	B	...	...
Liberty Six, 10-B	1195	Cont	6	3¼x4½	25.40	L	⅞	Blk	Diag	Hel	T-S	F & S	Rayfld-S	V	Delco S-H	Delco-2	D D	U P P	Timken	S-F	Sp B	4.75	115	32x4 s	Firestone	Semi†	3	B	R	R	...	...
Locomobile, M-7	5650	Own	6	4½x5½	48.60	T	⅞	2	Diag	Hel	P	F & S	Ball-V	P	Eise'n D-H	West-2	D D	Sep	Own	F	Sp B	3.85	142	37x5q	Firestone	¾ El	7	B	B	R	...	...
Locomobile, R-7	4700	Own	6	4¼x5	43.35	T	⅞	2	Diag	Hel	P	F & S	Ball-V	P	Eise'n D-H	West-2	D D	Sep	Own	F	Sp B	3.85	139	37x5q	Firestone	¾ El	7	B	B	R	...	...
Lozier 84	1695	Own	4	4¼x6½	28.90	L	⅞	Blk	Step	Chn	P	F & S*	Stewart-S	P	Bosch D-H	G & D-2	O D	U P P	Timken	F	Bev	3.91	120	36x4½ s	Stanweld	Plat†	3	...	...	...	...	...
Lozier, 82	2775	Own	6	3⅞x6	36.04	L	½	3	Step	Chn	P	F & S*	Rayfld-V	P	Eise'n S-H	G & D-2	O D	U P P	American	F	Sp B	3.27	132	36x4½ s	Stanweld	Plat†	3	...	...	...	...	...
Luverne, 760	1750	Cont	6	3¾x5¼	33.75	L	⅞	3	Diag	Chn	P	F & S	Schbler-V	V	At K S-H	Bosch-2	D D	U P P	Hess	F	Sp B	4.00	132	35x4½ s	D Wheels	Semi†	4	B	B & R	R	...	...
Macon, A	875	Sterl	4	3 x4¼	14.40	L	⅞	Blk	Diag	Hel	T-S	S	Zenith	V	Conn	Wagner-2	D D	U P P	Timken	S-F	Sp B	4.75	114	32x3½	...	Semi	2	B	R	R	⅞	12x2
Madison, 4	1285	Ruten	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	120	34x4 s	Firestone	¾ El†	3	B	B	B	...	...
Madison, 5	1285	Ruten	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	115	34x4 s	Firestone	¾ El†	3	B	B	B	...	...
Madison, 7	1375	Ruten	6	3⅛x5	23.44	..	⅞	Blk	Diag	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	124	34x4 s	Firestone	¾ El†	3	B	B	B	...	...
Majestic, A	1650	Colonial	8	3 x5	...	..	⅞	Blk	...	Chn	T-S	F	Ball-V	V	At K S-H	...	D D	U P P	Salisbury	F	Sp B	4.42	135	35x5	Firestone	Semi	3	B R	B	B	...	...
Majestic, M	3000	H-Splm	8	3¼x5	...	..	⅞	Blk	...	Hel	Gr	F	Ball	V	At K S-H	...	D D	U P P	American	¾ F	Sp B	4.30	125	32x4	Firestone	Semi	3	B & R	R	B	...	...
Malbohm, A	795	Own	4	3⅛x4	15.63	L	⅞	Blk	Diag	Hel	T-S	F & S	Zenith-V	G	At K S-H	Disco-1	D D	U P P	Weiss	¾ F	Bev	4.00	105	30x3½ c	Prudden	Semi†	3	B	R	B	...	...
Marion-Handley, A	1350	Ruten	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.42	120	32x4 s	Firestone	Semi†	3	B & P	B & R	B	1	⅝x2
Marion-Handley, B	1650	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.07	125	35x4½ s	Firestone	Semi†	3	B	B & R	B	1¼	⅝x2
Marmon, 34	3100	Own	6	3¾x5⅛	33.75	I	⅞	Blk	Burd	Hel	P*	F	Stmbrg-V	G	Bosch S-H	Bosch-2	C	To-T	Own	¾ F	Sp B	3.69	136	34x4½q	D Wheels	C Trans	4	B R & P	B R	R	...	...
Maxwell, 25	635	Own	4	3⅝x4½	21.03	L	⅞	Blk	Diag	Hel	T-S	F & S	K D-V	G	At K D-H	Simms-1	O C	U P P	Own	¾ F	Bev	3.58	103	30x3½ c	Kelsey	¾ El	2	R & P	R	B	...	...
McFarlan, 127	3500	Ttor	6	4½x6	48.60	T	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-V	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	3.77	137	35x5 s	Firestone	Semi	4	R	R	R	...	...
Mercer, 22-73	3500	Own	4	3¾x6¾	22.50	L	⅞	Blk	Step	Chn	P	F	Zenith-V	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.87	132	34x4½q	Howard	Semi†	3	B	B R	R	...	...
Mercer, 22-73	*3400	Own	4	3¾x6¾	22.50	L	⅞	Blk	Step	Chn	P	F	Zenith-V	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.22	115	32x4q	Howard	Semi†	3	B	B R	R	...	...
Metz, 25	650	Own	4	3⅞x4	24.03	L	⅞	Blk	...	Spr	T-S	S	A W T-S	G	West S-A	G & D-2	F D	...	Own	...	...	4.00	108	32x3½ c	Mott	El	3	...	R	B	...	...
Mitchell, C-42	1425	Own	6	3½x5	29.40	L	⅞	Blk	Step	Hel	P	S	Rayfld-S	V	Conn S-H	West-2	C	T T	Own	F	Bev	4.41	127	34x4 s	Standwel	Cant	3	B R & P	B & R	R	...	...
Mitchell, D-40	1195	Own	6	3¼x5	25.35	L	⅞	Blk	Diag	Hel	P	S	Rayfld-S	V	Conn S-H	Split-2	C	T T	Own	¾ F	Sp B	4.41	120	32x4 s	Stanweld	Cant	3	B R & P	B & R	B	...	...
Moline-Knight, 50	1840	Own	4	4 x6	25.60	S	⅞	Blk	Step	Chn	T-S	F	Schbler-S	V	Conn S-H	Comb	C	Sep	Mott	¾ F	Sp B	4.00	122	35x4½ s	Firestone	C Trans	3	R & P	R	B	...	...
Moline-Knight, 40C	1495	Own	4	3¾x5	22.50	S	⅞	Blk	Step	Chn	T-S	F	Schbler-S	V	Conn S-H	Comb	C	Sep	Timken	S-F	Sp B	4.30	118	34x4 s	Firestone	C Trans	3	R & P	R	R	...	...
Monitor, C	895	G-B & S	4	3¾x5¼	22.50	L	⅞	Blk	Diag	Chn	T-S	F & S	Schbler-V	G	....D-H	Heinze-2	O D	U P P	Adams	F	Bev	4.50	110	32x3½ s	Goodrich	¾ El	3	B & R	R	B	...	...
Monitor, N	1095	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	S	Stmbrg-S	V	Heinze DH	Heinze-2	D D	U P P	Adams	F	Bev	4.50	117	33x4 s	Goodrich	¾ El	3	B & R	R	B	...	...
Monroe, M-3	* 565	Sterl	4	3 x4¼	14.40	I	⅞	Blk	Diag	Gear	T-S	F & S	Zenith-S	G	Conn S-H	Auto-2	D D	U P P	Mott	¾ F	Sp B	4.25	96	30x3 s	Jackson	¾ El†	2	B	R	B	...	...
Monroe, M-4	985	Own	4	3¼x4½	16.90	I	⅞	Blk	Diag	Gear	T-S	F	Zenith-S	V	Conn S-H	Auto-2	D D	U P P	Hess	S-F	Sp B	4.75	115	32x4 s	Baker	C Cant	2	B	R	R	...	...
Moon, 6-66	1690	Cont	6	3½x5¼	29.40	L	⅞	Blk	Step	Hel	P	F & S	Rayfld-S	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.42	124	35x4½ s	Firestone	Semi†	3	B & P	R	R	...	...
Moon, 6-43	1295	Cont	6	3¼x4½	25.35	L	⅞	Blk	Step	Hel	P	F & S	Rayfld-S	V	Delco S-H	Delco-2	D D	U P P	Hess	¾ F	Sp B	4.60	118	33x4 s	Firestone	Semi†	3	B & P	B & R	B	...	...
Moore, 30	550	G-B & S	4	3¾x4½	22.50	L	⅞	Blk	Diag	Thn	T-S	F & S	Schbler-S	V	Split S-H	Disc-2	O D	U P P	Peru	F	Sp B	4.00	106	30x3½	Detroit	Cant	3	B	B & P	B	...	...
Murray, 70-T	2500	H-Splm	8	3¼x5	33.80	L	⅞	4	Diag	Hel	P	F	Zenith	V	Split D-H	West	D D	U P P	Timken	F	Sp B	4.46	128	34x4½ s	Firestone	¾ El	3	R	R	R	...	...
Napoleon, 30	795	Lycmg	4	3½x5	19.60	L	...	Blk	Diag	Hel	T-S	F & S	Carter-V	V	Conn D-H	Dyneto-2	D D	U P P	Mott	S-F	Bev	4.00	112	31x4	Prudden	Cant	2	B	B & R	B	...	...
National, 12	2150	Own	12	2⅞x4¾	39.60	L	⅞	6	Diag	Hel	P	F	Rayfld-V	V	Delco S-H	Bijur-2	C	U P P	Columbia	F	Sp B	4.58	281	34x4½q	Firestone	Cant	3	B	R	R	...	...
National, 6	1750	Own	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	Split S-H	West-2	C	U P P	Columbia	F	Sp B	4.85	128	34x4½q	Firestone	Cant	3	B	R	B	...	...
Nelson	1700	Own	4	3⅛x4¾	15.60	I	⅞	Blk	Own	Bev	T-S	F & S	Zenith	V	Bosch S-H	U-S-L-1	O D	R. Ax	Own	F	Sp B	4.25	104	32x4 s	Kelsey	Semi	2	B & R	B & R	B	...	...
Oakland, 34	875	North	6	2⅝x4¾	19.04	I	⅞	Blk	Diag	Hel	P	S	Marvel-V	V	Delco S-H	Delco-2	C	U P P	Mott	F	Bev	4.50	112	32x4 s	Baker	Semi†	3	B R & P	R	R	...	...
Oakland, 50	1585	North	8	3½x4½	39.30	L	⅞	4	Diag	Hel	P	F & S	Stmbrg-V	V	Delco S-H	Delco-2	C	U P P	Mott	F	Sp B	4.08	127	34x4½ s	Baker	¾ El†	3	B R & P	R	B	...	...
Ogren, 6-50	...	Cont	6	3¼x5¼	33.75	L	⅞	...	Diag	...	P	F	Rayfld	V	Bosch	West-1	D D	U P P	Timken	F	Bev	3.75	132	34x4½	Stanweld	Semi	..	R	...	R	1½	18
Oldsmobile, 45	1295	Own	8	2⅞x4¾	26.55	L	⅞	4	Diag	Hel	P	F	Johnsn-V	V	Delco S-A	Delco-2	C	U P P	Mott	F	Sp B	4.91	120	33x4 s	Baker	¾ El†	2	B & R	B & R	R	...	12x2
Overland, 85	850	Own	4	4⅛x4½	27.23	L	½	Blk	Diag	Hel	T-S	F & S	Tiltson-S	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Bev	4.00	112	32x4 s	Stanweld	Cant	5	B & R	B & R	R	...	...
Overland, 85-B	985	Cont	6	3¼x4½	25.35	L	⅞	Blk	Step	Hel	P	F & S	Tiltson-S	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Sp B	4.60	116	32x4 s	Stanweld	Cant	3	B & R	B & R	R	...	...
Overland, 90	665	Own	4	3⅜x5	18.23	L	...	Blk	...	Hel	T-S	S	Tiltson	V	Conn	Auto-1	C	R Ax	Own	¾ F	Bev	3.75	104	31x4 c	Stanweld	Cant	2	B & R	B & R	R	...	...

		MOTOR						CYLINDERS					CAR-BURETOR		IG-NITION SYSTEM		TRANSMISSION						RUNNING GEARS				BEARINGS					
																			REAR AXLE													
NAME AND MODEL	Price Touring Car	Make of Engine	Number Cylinders	Bore and Stroke in Inches	Rated H. P.	Shape of Cylinder	Size of Spark Plug	Cast Location of Valve	Make or Type Piston Rings	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Make and Type	Fed by	Make Type	Make of Starting-Lighting System	Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Brgs.	Gearset	Rear Axle	Front Wheel	Size of Carburetor	Size of Brake Banding
Owen-Magnetic, O-36	3950	Cont	6	3¾x5½	33.75	L	.....	Blk	Diag	Hel	P	F & S	Zenith-V	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	American	F	Sp B	3.50	136	35x5 s	D Wheels	Semi	4	....	R	.....	...	.....
Owen Magnetic, M-25	3300	Cont	6	3½x5¼	29.40	L	.....	Blk	Diag	Hel	P	F & S	Zenith-V	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	Timken	¾ F	Sp B	4.08	125	34x4½ s	Stanweld	Semi†	3	....	R	.....	...	.....
Packard, 2-25	3050	Own	12	3 x5	43.20	L	⅞	6	Burd	Chn	P	F	Own-V	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	126	35x5q	Contin'al	Plat	3	B & R	B	R	...	.....
Packard, 2-35	3500	Own	12	3 x5	43.20	L	⅞	6	Burd	Chn	P*	F	Own-V	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	135	35x5q	Contin'al	Plat	3	B & R	B	R	...	.....
Paige-Linwood, 6-39	1175	Ruten	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P*	F & S	Stmbrg	G	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.83	117	32x4 s	Firestone	Cant	3	B & R	B & R	B	1	2x37½
Paige-Stratford, 6-51	1495	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Rayfld-S	V	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.50	127	35x4½ s	Kelsey	Cant	3	B & R	B & R	R	1¼	2x44
Partin-Palmer, 32	745	Lycmg	4	3½x5	19.60	L	⅞	Blk	Diag	Hel	T-S	F & S	Carter-V	V	Conn S-H	Disco-2	D D	U P P	Peru	F	Bev	4.00	110	32x3½ c	Perlman	¾ El†	2	B	R	B	1	12x2
Partin-Palmer, 20	495	LeRoy	4	3⅛x4½	15.63	L	⅞	Blk	Diag	Hel	T-S	F & S	Schbler-V	G	Conn S-H	Al-Ch-1	D D	R Ax	Durston	F	Bev	4.00	96	30x3½ c	Perlman	¾ El	2	B	B	B	1	10x1¾
Paterson, 6-45	1165	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Delco-D-H	Delco-2	C	U P P	Hess	F	Sp B	4.50	117	32x4 s	Detroit	¾ El†	3	B	R	B	...	.....
Pathfinder, 3-A & 3-C	3250	Widly	12	2⅞x5	39.63	I	⅞	3	Burd	Hel	P	F	Stmbrg	G	Delco S-A	Delco-1	D D	U P P	American	F	Sp B	4.33	135	35x5 s	Stanweld	Semi	3	R	R	R	1½	16x1¾
Peerless, 56-2	1980	Own	8	3¼x5	33.80	L	⅞	4	Diag	Hel	P	F	Ball-V	V	At K S-H	G & D-2	D D	U P P	Timken	S-F	Sp B	4.46	125	35x4½ s	Firestone	Plat†	3	B & R	R	R	...	.....
Pennsy, R	855	Lycmg	4	3½x5	19.60	..	.....	Blk	Diag	Hel	T-S	F & S	Zenith-V	V	Conn S-H	Dyneto-2	D D	U P P	Weiss	S-F	Bev	4.00	114	32x4	Goodyear	Semi	2	....	....	.....	...	.....
Phianna, M	4500	Own	4	3 x6	25.00	L	⅞	Blk	Step	Chn	P	F	H & N	V	Bosch S-H	Wd-Leon	D	Sep	American	F	Sp B	4.00	125	32x4½	....	Cant	3	B	R	B & R	...	.....
Pierce-Arrow, 38	4800	Own	6	4 x5½	38.40	T	⅞	2	Own	Hel	P	F	Own-V	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	134	36x4½q	Goodrich	¾ El	7	B & R	B & R	R	...	.....
Pierce-Arrow, 48	5500	Own	6	4½x5½	48.60	T	⅞	2	Own	Hel	P	F	Own-V	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	142	37x5q	Goodrich	¾ El	7	B & R	B & R	R	...	.....
Pierce-Arrow, 66	6500	Own	6	5 x7	60.00	T	⅞	2	Own	Hel	P	F	Own-V	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	147½	38x5½q	Goodrich	¾ El	7	B & R	B & R	R	...	.....
Pilot, 6-45	1200	Teetor	6	3⅛x5	23.44	L	⅞	Blk	Diag	Hel	P	F & S	Tillotson	V	Delco S-H	Delco-2	D D	U P P	Hess	F	Sp B	4.25	119	32x4 s	Stanweld	Cant	3	B	B & R	R	1	14
Pilliod	1485	Own	4	4⅛x5	.....	..	⅞	Blk	Burd	Chn	P	S-F	Johnson	V	Auto	Auto-2	D	U P P	Hess	F	Sp B	....	121	34x4	Firestone	Cant	..	B & R	B	R	1½	
Premier, 6-B	1985	Own	6	3⅜x5½	27.34	I	⅞	Blk	Wass	Hel	P	F & S*	Johnsn-V	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.46	125½	35x4½ s	Firestone	Semi†	3	B & P	R	R	...	
Princess F	775	G-B & S	4	3¾x4¼	22.50	L	.....	Blk	Diag	Chn	T-S	F & S	Schbler-S	V	Split S-H	Disco-2	O D	U P P	Own	F	Sp B	4.25	108	32x3½	Baker	¾ El†	3	B & R	B & R	B	...	
Pullman, 4-24	910	G-B & S	4	3¾x4¼	36.90	L	⅞	Blk	Diag	Chn	T-S	S	At K-S	V	Dyneto	Split-2	O D	U P P	Grnt-Lees	F	Bev	4.50	114	31x4c	Firestone	Cant	3	B	R	R		
Regal, 4-32	745	Own	4	3½x4¾	19.60	L	½	Blk	Diag	Hel	T-S	S	Carter-V	V	Springfield	Springf'd	C	U P P	Peru	F	Bev	4.25	108	30x3½	Firestone	Cant	3	B	R	B	1	1¾x10½
Regal, 8	1200	Huron	8	3 x4½	28.80	L	½	4	Diag	Hel	T-S	F & S	Johnsn-V	V	At K S-H	Dyneto-1	C	R Ax	Peru	¾ F	Bev	4.00	112	33x4 s	Stanweld	Cant	2	R	R	B	1	1¾x12
Reo, R & S	875	Own	4	4⅛x4½	27.23	F	½	2	Step	Hel	P	S	Johnsn-V	G	Remy S-H	Remy-2	D D	Sep	Own	S-F	Bev	4.00	115	34x4 s	Firestone	¾ El	3	R	R	R	1	14x2
Reo, M & N	1250	Own	6	3 9/16x5⅛	30.50	F	½	3	Step	Hel	P	S	Rayfld-V	V	Remy S-H	Remy-2	D D	Sep	Own	F	Sp B	4.30	126	34x4½ s	Stanweld	Cant	3	R	R	R	1½	14x2¼
Richmond, 6-17	.....	Own	6	3½x5	.....	L	⅞	3	.....	Hel	P	F & S	Stmbrg	V	Delco S-H	Delco-1	C	U P P	Own	¾ F	Sp B	4.25	124	35x4½	....	Semi	3	B	B	R	...	.....
Roamer	1850	Ruten	6	3⅛x5	23.44	L	.....	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Bosch D-H	Bijur-2	D D	U P P	Hess	¾ F	Sp B	4.42	126	34x4 s	D Wheels	¾ El†	3	B	B	B	...	.....
Ross, C	1775	H-Splm	8	3¼x5	33.80	L	⅞	Blk	Diag	Gear	P	F	Zenith-V	V	At K S H A	Wd Leon 2	D D	U P P	American	¾ F	Sp B	4.64	130	35x4½ s	Jackson	Semi	3	B	B	B	...	.....
Saxon, Six	935	Cont	6	2⅞x4½	19.84	L	⅞	Blk	Burd	Hel	T-S	F & S	Stmbrg	G	Remy S-H	Wagner-2	D D	R Ax	Timken	S-F	Sp B	4.75	112	32x3½ s	Stanweld	Cant	3	R & P	R	R	...	.....
Saxon, Four	* 495	Cont	4	2¾x4	12.10	L	⅞	Blk	Burd	Hel	T-S	F & S	Reh'bch-S	G	At K S-A	Wagner-2	D D	R Ax	Timken	S-F	Bev	5.00	96	30x3c	Prudden	Cant	2	R & P	B & R	B	...	.....
Scripps-Booth, D	1285	Ferro	8	2⅝x3¾	22.05	I	⅞	Blk	Diag	Hel	T-S	F & S	Zenith-V	V	Remy S-A	Wagner-2	D D	U P P	Russell	¾ F	Sp B	4.80	120	32x4 s	D Wheels	Cant	2	B & P	B & R	B	...	.....
Scripps-Booth	985	.....	4	3 11/16x4	.....	I	⅞	Blk	.....	.....	.....	.....	Zenith		Remy	.....	C	.....	.....	.....	.....	....	110	30x3½ c	D Wheels	Cant	3	B & R	R			.....
Simplex-Crane	*7000	Own	6	4⅜x6¼	45.94	L	⅞	3	Diag	Chn	P	F	Neweb-V	P	Bosch D-H	Bosch-2	D	U P P	Own	F	Sp B	Opt	43½	37x5q	....	Semi	3	B	B	R	...	.....
Singer, 17	3800	H-Splm	6	4 x5½	38.40	T	⅞	3	Diag	Gear	P	F	Rayfld-V	V	Bosch S-H	West-1	D D	U P P	Timken	F	Sp B	3.70	136	35x5	D Wheels	Cant†	3	B	R	R	...	.....
Standard, F	1900	H-Splm	8	3¼x5	33.80	L	⅞	4	Diag	Hel	P	F	Zenith-V	V	Split S-H	Split-2	D D	U P P	Timken	S-F	Sp B	4.46	127	35x4½ s	Firestone	Semi†	3	B & R	B R & P	R	...	.....
Standard, E	*1850	H-Splm	8	3 x5	28.80	L	⅞	4	Diag	Hel	P	F	Zenith-V	V	West S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.46	121	35x4½ s	Firestone	Semi†	3	B & R	B R & P	R	...	.....
Stearns-Knight, 8	2250	Own	8	3¼x5	33.80	S	⅞	4	Step	Chn	T-S	F & S*	Rayfld-V	V	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.75	121	35x4½q	Goodrich	Cant	3	B & R	B & R	R	...	.....
Stearns-Knight, 4	1495	Own	4	3¾x5⅝	22.50	S	⅞	Blk	Step	Chn	P	F & S*	Schbler-V	G	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.50	119	34x4q	Goodrich	Cant	3	B & R	B & R	R	...	.....
Stephens, 60	1250	Cont	6	3¼x4½	25.35	L	⅞	Blk	Dup	Hel	P	F & S	Stmbrg	V	Delco-2	Delco-2	D D	U P P	Hess	F	Bev	4.75	115	32x4	Goodyear	Semi†	3	B	R	B	...	.....
S-S-E, A-f	7000	Own	6	3 16/29	30.24	..	.....	Blk	.....	Chn	P	F & S	Zenith	P	Delco D	Delco-2	D D	R Ax	Own	S-F	Sp B	3.40	122	33x4½‡‡	D Wheels	Cant	7	....	....	....	...	.....
Studebaker, 6-50	1180	Own	6	3⅞x5	36.04	L	½	Blk	Diag	Hel	P	S	Schbler-R	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	3.70	122	34x4½ s	Kelsey	¾ El	4	R	R	R	...	.....
Studebaker, 4-40	940	Own	4	3⅞x5	24.03	L	½	Blk	Diag	Hel	P	S	Schbler-R	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	4.00	112	34x4 s	Kelsey	¾ El	3	R	R	R	...	.....
Stutz, R	2550	Wisc	4	4¾x5½	36.10	T	⅞	2	.....	Hel	P	F	Stmbrg	V	Remy S-H	Remy-1	D D	U P P	....	¾ F	Sp B	4.45	120	32x4 s	....	El	3	B	R	R	...	.....
Stutz, 16-valve	*2550	Own	4	4⅜x6	30.63	T	⅞	Blk	.....	Hel	P	S	Stmbrg-V	V	Bosch S-H	Remy-2	C	R Ax	Own	¾ F	Bev	3.66	126	34x4½‡‡	....	Semi	3	....	....	.....	...	.....
Sun, 17	1095	Own	6	3½x5	23.44	L	⅞	Blk	Burd	Hel	P	F & S	Rayfld	V	Remy D-H	Remy-2	D D	U P P	Own		Sp B	4.58	116	34x4 s	Firestone	Semi	3	B	B & R	B	1¼	
Templar, 4-45	.....	Own	4	3⅜x5½	.....	I	.....	.....	.....	Chn	P	F & S	Rayfld-S	V	Remy S-H	Remy-2	D D	U P P	Hess	S-F	Sp B	4.75	116	34x4	Firestone	Semi†	3	B	B & R	B	...	.....
Templar, 6-45	.....	Own	6	3 x5	.....	I	.....	.....	.....	Chn	P	F	Zenith	V	Remy S-H	Remy-1	D D	U P P	....	F	Sp B	4.45	120	32x4	....	El	3	B	R	R	...	.....
Velie, 28	1185	Cont	6	3¼x4½	25.35	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.33	115	32x4 s	Goodrich	¾ El	3	B & P	R	R	...	.....
Velie, 27	1650	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Hel	P	F & S	Stmbrg-S	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.08	124	35x4½ s	Goodrich	¾ El†	3	B & R	R	R	...	.....
Westcott, 17	1590	Cont	6	3½x5¼	29.40	L	⅞	Blk	Diag	Gear	P	F & S	Rayfld-S	V	Delco	Delco-2	D D	U P P	Timken	S-F	Sp B	4.46	124	35x4½ s	Firestone	Cant	3	B & R	R	R	...	.....
White, 16-valve	4600	Own	4	4¼x5¾	28.90	T	⅞	Blk	.....	Hel	P	F	Own-V	V	....	LeecN-2	O D	U P P	Own	S-F	Sp B	....	137½	37x5 s	Firestone	Semi	3	B	B	B	...	.....
Willys-Knight, 88-8	1990	Own	8	3⅜x4	.....	S	⅞	4	.....	Chn	T-S	F	Zenith	V	S H-A	Auto-1	C	......	Own	F	Sp B	4.60	125	34x4½	....	Cant	2	B & R	R	R	...	.....
Willys-Knight, 88-4	1285	Own	4	4⅛x4½	27.23	S	⅞	Blk	.....	Hel	T-S	F & S	Tillson-S	V	Conn S	Auto-2	C	R Ax	Own	F	Sp B	4.30	121	34x4½	Stanweld	Cant	3	B & R	R	R	...	.....
Willys, 88-6	1385	Cont	6	3½x5¼	29.40	4	⅞	Blk	Diag	Hel	P	F & S	Tillson-S	V	ConnS	Auto-2	C	R Ax	Own	F	Sp B	4.00	125	35x4½ s	Stanweld	Cant	3	B & R	R	R	...	.....
Winton, 33	2685	Own	6	3¾x5½	33.75	L	⅞	2	Step	Chn	P	F	Rayfld-V	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	128	36x4½q	Firestone	¾ El	4	B & R	R	R	...	.....
Winton, 48	3500	Own	6	4½x5½	48.60	L	⅞	2	Step	Chn	P	F	Rayfld-V	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	138	37x5q	Firestone	¾ El	4	B & R	R	R	...	.....
Woods, Magnetic	2650	LeRoi	4	2½x3½	10.00	L	.....	Blk	Diag	Hel	T-S	F & S	Zephr-V	V	At K S-H	Own	Mag	......	Own	S-F	......	7.25	105	34x4	Stanweld	¾ El	2	B	B	R	...	.....
Yale, K	1550	Masnk	8	3½x4½	31.25	..	⅞	Blk	Diag	Chn	T-S	S	Zenith	G	Remy S-H	Disco	O D	U P P	Timken	S-F	Sp B	4.11	126	34x4††	Stanweld	¾ El	2	....	B	R	...	.....

STEAM CARS

Doble, C	2500	Own	2	5 x4	.....	..	.....	....	.....	.....	Ste	am Po	wer plant	..	....	Delco-2	None	None	American	¾ F	Spur	....	128	33x5	D Wheels	Semi	..	....	.....	.....	...	.....
Lutz	.....	....	4	3 x4¼	.....	..	⅞	Blk	.....	.....	T-S	......	Zenith	V	....	Wagner-2	D	U P P	....	S-F	Sp B	....	114	32x3½	....	S-E	..	....	.....	.....	...	.....
Stanley, 728	2200	Own	2	4 x5	.....	..	.....	....	.....	.....	Ste	am po	wer plant	..	....	....	None	None	Own	....	Spur	....	130	34x4½	....	El	..	....	.....	.....	...	.....

How to Sell Motor Cars

By A. D. DAVIS

IN the previous articles was taken up the question of ways and means of attracting your customer, and bringing him to your show room. Once having accomplished this, be sure that he or she, as the case may be, finds it attractive. It need not be elaborate, although many of the show rooms are and the dealers who maintain them say that it pays, but you must have it clean and well lighted. This is not as hard a problem as it may appear, for even if the car is exhibited in an old building, white paint costs comparatively little and always brightens a place up. If the floor is old, see that it is properly painted or covered with linoleum. If it can be polished, so much the better, for the eyes naturally look down at the wheels of the car and the impression one gets subconsciously is either good or bad, depending upon the general surroundings. Do not have any other car standing near it and have it so placed. if room will permit, that your customer can walk completely around it. Keep your car well polished. Good appearance is one of the greatest factors in the sale of motor cars.

Fundamentals of Salesmanship

For some unaccountable reason the word Salesmanship has always been associated with some mysterious way of doing business. Men who never have sold things look upon it as a wonderful art, given to relatively few people, when, as a matter of fact, it is the simplest thing in the world to become an excellent salesman, if you only divorce from your mind the idea that there is any trick connected with it.

The first essential of success in salesmanship is a realization of what business is. In every transaction of business there must be two people, one a buyer, the other a seller. Each is very important though, if anything the seller is the most important, because what he has to offer has real value as a commodity, while what he gets in return has no value except as a medium of exchange. But because this medium of exchange has become much sought after owing to the many channels it can be used in, the buyer has had a tendency to become more or less dictatorial. The seller, unless he thoroughly appreciates the conditions, becomes fearful and therefore weakened. The moment this condition exists, the salesman disappears and the buyer assumes command. Therefore, the first essential necessary to selling is a confidence in your calling, and a recognition of your right to follow it. Every man takes you at your own valuation and if your valuation of yourself is high (I do not mean arrogant), you canot help but impress your customer with that valuation, he then listens to you with respect, and what you say leaves its impression.

It is not necessary for you to be loquacious to be a good salesman, but it is absolutely necessary for you to be earnest.

The next essential to be able to sell motor cars is to have a thorough knowledge of your business. Know your own car. This information is not hard to obtain. Careful study for a few days or a week will give you a splendid knowledge of what you are selling, and you should also have a superficial knowledge of competitor's cars of about the same general class. It is never wise to "knock" competitors, but comparisons are bound to come up and you must be able to talk about the merits or demerits of your competitor's article. Very often it is good business to acknowledge and praise the good points of your competitor's cars. Everyone recognizes that their cars have good points, or they would not be in business. Learn the good and exclusive points of your own car. Get a line on what particular thing your customer is interested in. There may be 50 good points about a car, but there is only one that sells it to that particular customer. Find out what that one is, and don't try to do all the talking yourself. If you will let him alone he will tell you what he is interested in. When he does, tell the same thing back to him and apply it to your car if you can. If you can't, switch him off on your particular features until you find another weak point in his armor. Always be earnest. Always be aggressive, but don't be over anxious. Never make negative statements about your car, such as "Of course we do not have so and so." If you can't say we have this or that don't mention it at all. If your customer is particularly interested in an appliance that one of your competitors furnishes as regular equipment, but that you do not, and asks you if you have it on your car, say No! And say it with a period after it. Don't apologize or begin to explain it. Every word you say weakens your chances of selling that man a car. Remember always, that no one car has all the best things on it, if it did there would be mighty little chance of selling any other. Very frequently the matter of suggestion enters into the selling of a car. At a critical minute when everything has been said that could be said and the customer is not convinced, the suggestion that Mr. Smith drove his car so many thousand miles last season without a dollar's worth of repair bills, will turn the tide in your favor. He don't know Mr. Smith, but it is a positive statement and by that time you probably have his confidence and he believes what you tell him, and so it has its influence. Finally, when it comes time to close the deal, the suggestion that you will not be able to let him have the car in six weeks will often create a condition where it is not a question as to whether he will buy the car or not, but as to how soon he can get it. You agree to get it in a little shorter period and the deal is closed and the deposit paid. Every man is susceptible to bargaining and it doesn't make much difference whether he is bargaining in time or money.

A direct branch of the Chalmers Motor Co., of Detroit, will handle the selling of Chalmers cars in the Metropolitan territory, including New York City. Steps hase been taken for the incorporation of the Chalmers Sales Co., which will be the name of the new branch. C. H. King, who has been with the Chalmers company since only last July, will be head of both the sales and service departments. Headquarters of the branch will be maintained at 1826 Broadway, where retail sales will be continued. Since last July the Chalmers New York territory has been in the hands of C. T. Silver, who also handles the Dort car. Mr. Silver will confine his attention exclusively to the sale of that car for the time being.

Army Truck Development

By CHARLES G. EDWARDS

THERE are many who do not realize how rapidly the armored car has been developed since the war began. In fact, when the war broke out none of the Allied armies had armored cars, and Germany only had a few. At first all kinds of cars and trucks were made use of, armorplate being applied to them as quickly as possible. The result was not always all that could be desired. In some cases large touring cars were fitted with steel windscreens instead of the usual glass windshield and louvre guards were built in front of the radiators. The bodies were armorplated and machine guns mounted at the rear. Such machines served their purpose at the time but now would be considered out of date. Paris and London motor buses were used extensively early in the war for transporting troops. When put to heavy work the London buses were found to overheat while the vehicles were incapable of hauling others of equal weight. There was a good deal of trouble with springs breaking and the English bus chassis proved inferior to the French, which was designed with war service as a possibility. As more experience was gained pleasure and commercial car chassis were converted into much more satisfactory army vehicles but now, of course, the specially designed truck chassis is being used in most cases.

Many difficulties have to be overcome in applying armorplate to the truck. One disadvantage experienced with the use of heavy armorplate is the extreme rigidity imparted to the chassis. The weight question also is a serious one. The armor plating for a 5-ton truck chassis weighs from 3½ to 4 tons. This is outside of the gun equipment.

The single pneumatic tire has been found very unsatisfactory for the rear wheels of army trucks so that twin pneumatics or solid tires nearly always are used. A housing brought as low to the ground as possible usually is provided to protect the tires from bullets. The Italian army employs a greater number of pneumatic tired trucks than any other European army but this is due to the adaptation of a large number of touring car chassis to truck work. Steel disk wheels also are used to a great extent by the Italian army. These disks can be detached by unscrewing a few nuts.

On light trucks used in Italy the pneumatic tire lasts about 3,000 miles. Solid tires usually last longer than this. In the north of Franch solid tires are said to last about 5,000 miles. The short life of the tires is partly due to bad roads and partly to misuse, there being a great tendency to drive the trucks at too high speeds. France has a great many granite paved roads with a dirt strip at each side. When the traffic is heavy the right hand wheels of the trucks are constantly slipping from the paved portion to the dirt strip, and this series of jumps chips the tires away rapidly.

It has been found absolutely essential to provide war trucks with extremely substantial buffers both front and rear. It is said that in many repair shops at the front about 50 per cent. of the truck casualties are caused by trucks bumping into each other. When operating in convoy formation there is a tendency for each driver to try to keep as close as possible to the man ahead with the result that when a sudden stop has to be made radiators are smashed and often engines are badly damaged. Even the substantial buffers now being fitted to American trucks for use abroad are said to be ineffective, and in France it has now become the practice to fit locomotive-type spring buffers front and rear on all trucks going into active service. The type of guard on the level with the frame members is generally useless, for the regular army body has a rear overhang which will pass above the guard into the center of the radiator.

Accessories such as magnetos, carbureters and searchlights also receive very hard usage in war truck service. It is said that the life of a magneto is about six months, all the screws having worked loose and the magnets having lost much of their magnetism after this time. Needle valves in carbureters also wear rapidly due to the presence of sand in the gasoline.

From the experience of the Allies, the United States Government undoubtedly has learned much with regard to war truck design, and the standard specifications for 1½ and 3-ton trucks recently prepared and given out by the Transport Board of the War Department are interesting. Very low gear ratios and large engines are required. The lowest gear ratio must not be less than 40 to 1, and a 314 cubic inch engine must be used on the 1½-ton truck. The three-ton truck must be provided with a 414 cubic inch engine. A four-speed transmission is also required, and it is obvious that the combination of a large engine with a low gear ratio and four speeds will give a truck with a wide range of "ability."

The ground clearance of the truck must not be less than 9¾ inches under the axles. Demountable tires only will be accepted, and a special gasoline tank is necessary. An elaborate electric lighting system and a large searchlight are required.

Owing to the severe conditions under which truck engines have to operate, overheating is apt to occur and it is interesting to note that the government requires radiators of much greater size than would ordinarily be considered necessary for commercial trucks. The cooling water must be circulated by a pump, the thermo-syphon cooling system not being satisfactory for war truck engines any more than it is for racing car engines. Because the frame of the truck may twist under certain conditions that are apt to be met with, the three-point type suspension is required for the engine. A separate transmisssion is called for, the unit power plant not being acceptable. Unit power plants have become very popular for pleasure cars but, of course, the conditions under which war trucks have to operate are very different.

The bad effect upon the carbureter of sand in the gasoline already has been mentioned, and it is not surprising to find that one of the government requirements is the use of a dust extractor in the main and auxiliary intakes of the carbureter.

A locking device is required on the differential but no limitations are placed on the kind of drive, so that either worm, bevel gear or the internal gear type may be furnished by the maker.

Gross sales of the subsidiaries of the United Motors Corp., New York City, for the nine months ending March 31 last totaled $23,500,000, as compared with $17,200,000 for the same period of the year before.

TRADE GOSSIP

Charles J. Clifton was elected president of the Pierce-Arrow Motor Car Co., of Buffalo, N. Y., at the annual meeting of the board of directors. Henry May was elected vice-president; W. J. Foss, second vice-president; L. H. Gardner, secretary, and W. C. Wrye, treasurer. Mr. Foss has had a rapid rise in Pierce affairs, as from a dealer he was appointed commercial manager, and then a director.

Ted Dean, who was a zone representative of the Hudson Motor Car Co., of Detroit, has joined the sales force of the Chalmers Motor Co., of Detroit, as special representative.

C. C. Hinkley, chief engineer of the Chalmers Motor Co., was elected chairman of the Detroit section of the Society of Automotive Engineers.

F. D. Ross, former sales manager of the International Rubber Co., of Detroit, with offices at 1512 Kresge building, will represent the Iroquois Foundries Co., Inc., of Utica, N. Y., in this territory. The Iroquois Foundries Co. makes aluminum, brass and bronze castings.

H. A. Goddard, who has been sales representative of the Standard Parts Co., of Cleveland, in the east, will remove to Detroit as sales representative in Michigan for the company.

W. E. Stalnaker, vice-president and director of sales of the Pathfinder Co., has offered his services to Harry B. Smith, adjutant-general, in recruiting and organizing an aero squadron, consisting of 168 officers and men.

Frank E. Sangbush, who has been connected with the Abbott Motor Corp., of Detroit, for a number of years, resigned recently to join the Columbia Motors Co. of Detroit as office sales manager.

H. F. Hayden, of Milwaukee, Wis., prominent in the contracting field, has joined the staff of United States Motor Truck Co., and will cover southern Wisconsin and northern Illinois. Mr. Hayden has been termed "contractor-representative."

Warner M. Bateman, Cleveland distributor for Maxwell cars, has announced the appointment of C. D. Paulin as sales manager. Mr. Paulin was formerly sales manager for the J. W. Levitt Co., of Los Angeles and San Francisco.

It is reported that Lee Olwell, former vice-president of the Chalmers Motor Co., and an official of the Saxon Motor Car Corp., has become affiliated with the National City Co., of New York, a $20,000,000 concern, which is a subsidiary of the National City bank.

F. A. Trinkle has become field service manager of the United States Motor Truck Co., at Cincinnati, O.

G. A. Gibson has been appointed production manager of the Diamond T Motor Car Co., of Chicago, Ill., maker of Diamond T trucks. Carl Burton will be in charge of material. Both men come from the Packard organization at Kansas City. J. B. Burris, formerly with the Packard company in New York, has also joined the company.

B. J. MacMullen has resigned his position as manager of the Chalmers Motor Co. branch at Kansas City, Mo.

W. C. Goodchild has been placed at the head of the Metz business in New Hampshire, with headquarters at Manchester. He will have entire charge of the dealers.

T. E. Dean, known as "Ted Dean," has resigned as district manager in the Southwest for the Hudson Motor Car Co., of Detroit.

James P. Hunting has been appointed manager of the Cleveland branch of the MacAvoy Advertising Co. of Chicago. Mr. Hunting was formerly treasurer of the Singleton-Hunting Co.

Frank Shaw has joined the Harroun Motors Corp., of Detroit staff as traffic manager. Mr. Shaw occupied a similar position with the Studebaker Corp. and the Maxwell Motor Co.

W. L. Page, E. E. Page and W. J. Dibble, directors of the All Season Body Co., of Marshall, Mich., have resigned. W. L. Page was the president of the company.

Bert Collins has resigned from the Parker Rust Proof Co., of Detroit. He was general sales manager.

C. R. Armbrust has resigned from the Ben-Hur Motor Co., of Cleveland, O. He was chief engineer and consulting engineer.

George D. Wilcox, sales manager of the Commerce Motor Car Co., of Detroit, has joined the quartermaster's department of the U. S. Army as a captain.

Charles J. Kloo, Jr., assistant sales manager of the United States Motor Truck Co., at Cincinnati, O., has joined the army.

Horace C. Mills has been elected a director of the Stroh Casting Co., of Detroit.

H. B. Phipps, export manager of the Hudson Motor Car Co., of Detroit, will go to the Orient.

Capt. William Mitchell Lewis, former president and general manager of the Mitchell-Lewis Motor Co., Racine, Wis., and James W. Gilson, a former associate official in the concern, have incorporated the Western Coil & Electrical Co., Racine, with a capital stock of $30,000.

E. B. French, who has been assistant manager of the Harrisburg, Pa., branch of the S. F. Bowser Oil Tank & Pump Co., of Fort Wayne, Ind., has been made assistant to Eastern Manager R. S. Colwell at the Fort Wayne office.

R. L. Marshall has become sales manager for the Neighbors Motor Co., of Cleveland, the dealer there in Dodge Brothers cars. He has been a member of the United States Tire organization for a number of years, traveling in the Southwest district with headquarters at San Antonio, Texas.

Charles K. Malott has joined the retail sales force of the Barkley-Wonser Saxon Co., Indianapolis, Ind.

George W. Cameron has become associated with the Riverside Auto & Machine Co., Cedar Rapids, Ia., as salesman. He was at one time connected with the Courtney Motor Co., and Altmeyer Motor Co., as a salesman.

J. E. Nield has become purchasing agent of the Trego Motors Corp, New Haven, Conn. He was formerly connected with the Knox Motors Co. in the same capacity.

L. W. Nutt has joined the H. W. Cooper Saddlery Hardware Co., of Moline, Ill. He was formerly secretary and purchasing agent of the Velie Motors Corp.

C. H. Roberts has been appointed comptroller of the Hess-Bright Manufacturing Co., Philadelphia, Pa. He formerly factory accountant.

H. H. Jinnett has become credit manager of the Staybestos Mfg. Co., Germantown, Pa., maker of friction facings, packings, etc. He was formerly with the Bell Telephone Co.

Carl Hanson, former cost and production manager for the General Motors Co., has taken up his duties as cost and production expert for the Dorris Motor Car Co., of St. Louis.

Ralph DePalma, who recently purchased the Packard airplaned racing car, has been appointed representative for Michigan for the New York Lubricating Oil Co., manufacturers of Monogram oil. DePalma has used this oil in all his races for many years.

J. R. Archibald has been promoted to district sales manager of the Maxwell Motor Car Co. in Winnipeg, and will be the manager of the Alberta and Saskatchewan districts.

Herbert J. Douglas has joined the Standard Parts Co., Cleveland, and will have an important place in its accounting department. Douglas has been with the Sherwin-Williams Co. for fourteen years, latterly as comptroller.

Louis Schneider, who was connected with the Hyatt Roller Bearing Co. as sales engineer in Detroit, has become sales engineer of the Harrison Radiator Corp., of Lockport, N. Y.

J. D. Palmerlee has joined the Chalmers Motor Co., of Detroit, as district representative. He was formerly Southwestern district manager for the Hudson Motor Car Co.

F. E. Henderson, special representative of the Hudson Motor Car Co., of Detroit, has taken a similar position with the Chalmers Motor Co., of Detroit.

H. E. Partridge has resigned as manager of the Ford assembly plant at Buffalo, N. Y. G. B. Tyler succeeds him. Mr. Tyler was formerly manager of the Ford Sioux City, Iowa, assembly plant.

John McCann, purchasing agent of the Simms Magneto Co., of East Orange, N. J., is resigning May 1 to enter partnership with W. R. Keene, under the name of W. R. Keene & Co., New York, to manufacture taps, dies, drills.

Daniel H. Rubsom has become retail sales manager of the F. L. Shaw Co., Dallas, Texas. This company has the state agency for Studebaker cars.

L. W. Meade has been appointed manager of the U. S. Auto Supply & Stores Co.'s new branch in Jackson, Mich. The store will be located at 244 East Main street and is one of the many new stores which have recently been opened by this company.

Edward J. Best, former state agent for Saxon cars has become manager of the Burwood Laboratories, located in Denver, Colo.

Joe Dawson, whose career as a racing driver has been most sensational, has joined the Chalmers Motors as assistant experimental engineer with special duties in connection with the contest and trials section of the advertising department.

George W. Fowler, sales manager of the Schafer Ball Bearing Co., Inc., of Hawthorne, N. J., has established an office for the company at 901-902 Kresge building, Detroit.

Dick Farrington, former advertising manager of the Gibson Auto company, of Indianapolis, has been made advertising manager of the Parker Rust Proof Co., of America, according to an announcement of Clark W. Parker, president of the company.

C. H. Washburne, Inc., distributors of the Moline-Knight cars, are negotiating to place their retail business in the Greater New York territory in other hands. They will retain the wholesale end, which has grown tremendously, extending all over New York State and into New Jersey and Pennsylvania.

The Van Cortlandt Vehicle Corp., New York distributors of Peerless cars, is building its own service building on Fifty-seventh street, near Twelfth avenue, which will be in charge of Supt. E. Fagnon, a factory expert.

Gould Allen, former sales manager, of the Covert Gear Co., of Lockport, N. Y., with headquarters in Detroit, has been appointed sales manager for Fuller & Sons Manufacturing Co., of Kalamazoo. Mr. Allen has been in California for several months as special representative of the Republic Motor Truck Co.

MANUFACTURERS' NOTES

The Willys-Overland Co. is installing one of the largest steel presses in its plant. The new press, which makes side rails for motor cars, has a pressure of 2,000 tons and will press pieces of steel 17 ft. long and ⅜ in. thick. It is 31 ft. high and 20 ft. wide and is embedded in 15 ft. of solid concrete. Four men operate this machine daily and turn out 2,000 side rails each 8 hours.

The Goodyear Tire & Rubber Co., Akron, O., has decided to adopt the metric system of weights and measures as far as possible in all its work.

The Rex Mfg. Co., Connersville, Ind., maker of sedan tops, will erect an addition to its plant. The new building will be three stories high with basement, 100 by 60 ft.

The Maxfer Truck & Tractor Co., Chicago, Ill., has outgrown its present quarters here and it is moving to Harvey, Ill. It will take occupancy of the former plant of the Packless Valve Co., which will be equal to double the capacity of its present plant, and in addition will have better railroad facilities.

The American Motor Truck Co., of Detroit, has purchased a factory plant which it is converting for truck manufacture and has commenced the installation of machinery and material. The company claims it will have twenty-four trucks under construction by May 15. The new factory is a one-story brick structure with 40,000 sq. ft. of floor space. The truck is made of standard materials, including Continental engine, and is manufactured in 2, 3½ and 5-ton models.

The Springer Wire Wheel Co., of Detroit, will start manufacturing in its new plant within 30 days.

The Grant Motor Corp. has purchased additional land adjoining its present new plant, at Cleveland, O., and will build several buildings at a cost of $500,000. One building will be 647 ft. by 160 ft. and another 400 ft. by 160 ft. In addition, there will be a new office building 40 ft. by 160 ft.

The Roberts Brass Co., 249 Lake street, Milwaukee, automobile specialists, has completed plans for the erection of a complete new manufacturing plant, to be located on Lincoln avenue, near Alexander street. The first building will be of fireproof construction, 50 by 100 ft. in size.

The Noble Motor Truck Co., Kendallville, Ind., will produce its first truck in about three weeks.

The Studebaker Corp. of America, will erect a large assembling plant at Saginaw, Mich., and will employ 700 men. This plant will be established in an effort to overcome transportation difficulties arising from freight car shortage.

The Century Rubber Co., of Chicago, Ill., is now producing at the rate of 110 automobile tires daily, together with 500 inner tubes.

The American Motor Truck Co., of Detroit, has purchased a factory building outright at Copeland avenue and the Michigan Central tracks, and is preparing to manufacture trucks on a broad scale. Machinery has been installed and a large amount of material is on hand. Many trucks have been completed and a dozen are now under way.

It is stated that the United States Rubber Co., will open a factory at St. Louis, Mo., at once. The company has taken over the old Banner Rubber Co.'s plant and will operate under the name of the Goodyear Metallic Rubber Shoe Co., according to the St. Louis Chamber of Commerce. Several hundred people will be employed.

The Chalmers Motor Co. and the civil industrial department of Windsor have reached an agreement by which the Chalmers Co., of Canada obtains six acres in the number two factory district from Windsor. A two-story factory building has been started. It is also reported in Windsor that negotiations are under way with the Saxon Motor Car Corp. for a factory site. The Chalmers Motor Co. plant at Walkersville was destroyed some time ago by fire.

Bids are being taken on a big addition to the plant of the Grant Motor Co., at Cleveland. This addition will cost about $600,000, it is estimated.

The Timken Roller Bearing Co., of Canton, O., has established a department which will furnish bearings for application to farm tractors. L. M. Klinedinst is manager of the department.

Renewed rumors are current in New York of a consolidation between the General Motors Co., and the Chevrolet Co. It is stated the possibility of this consolidation delayed the listing of the Chevrolet stock on the New York Exchange.

Probable entrance of the Metz Co. into the tractor field, is indicated by the trials of a Metz tractor on land adjoining the company's plant at Waltham, Mass.

Orphan Car Dealers

Parts of Orphan Cars are Carried in Stock by the Dealers Listed Below. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

Abbott	8-64-118-149-151
Acme	118
Aerocar	8-9-118
Alco	1-2-64-79-118-120-149
Alden-Sampson	137
Allen-Kingston	64-107
Allis-Chalmers	118
Alpena	64-118
American	3-8-9-24-64-89-92-118-152
American Mors	129
American Truck	9-149
American Voiturette	137
Ames	8
Amplex	64-149-152
Anchor	4
Anhut	9-118
Ardsley	6
Argo	118
Atlantic	118
Atlas	8-11-64-118-149
Autocar	7
Autocrat Defender	152
Babcock	14-64-118
Badger	8-118-130
Barnes	10-118
Benham	64-118
Bergdoll	8-18-64-89-118-148-149-152
Berkshire	8-17-19-118
Berliet	2
Bessemer	44
Black Crow	20-42
Blomstrom	118
Borland	118
Briggs-Detroiter	118
Brintell	118
Browniekar	74
Broc (Electric)	118
Brodesser	118
Brush	48-64-118-137-153-157
Buffalo (Electric)	118
California	25-118
Cameron	26
Carhartt	8-9-64-118
Car Nation	8-9-27-83-118
Cartercar	118-152-153
Carthage	118
Cavac	118
Century	118
Chadwick	30
Chief	31
Cino	69-118
Cinco	118
Clark	3-35-36-97-118
Clark-Carter	44-45-46-56-118
Cleveland	55-61-146-149
Coates Goshen	37-64-104
Colby	133
Colburn	38-57-118
Colley	118
Columbia	40-137-149
Columbus (Electric)	106
Connersville	118
Continental	118-149
Corbin	41-149
Corbitt	118
Correja	8-64-149
Courier	8-118-137-153
Courier-Clermont	137
Crescent	8-109-118
Craig Toledo	39-118
Cricket	118
Crow	8-20-42-118
Croxton	8-9-118
Croxton-Keeton	83-118-149
Cutting	8-70-118
Dart	9-118
Dayton	118
Dearborn-Detroit	77
Deal	9
Deere-Clarke	89
De Luxe	118
De Mot	118
Deschaum	118
De Tamble	3-8-50-118-153
Detroit-Chatum	118
Dolson	8
Dragon	114-118
Duer	33
Durocar	118
Eclipse	141
Economy	154
Edwards	53-118-147
Elk	118
Elmore	8-9-64-118-137-149
E. M. F. 30	138-148-149-152-153
Everett	8-64-137-148-149
Everitt	118-137
Ewing	58-64-118-149
F. A. L.	8-9-83-118
Fawick	145
Findlay	58
Firestone Columbus	8-106-118-154
Flanders	8-118-137-138-148-149-153
Fuller	80
Gaeth	60
Garford	55-61-118-149
G. J. G.	64-118-149
Grabowski	64-118-149
Gramm	61-118
Gramm-Logan	61
Gleason	16
Great Smith	16-134
Great Western	8-66-152
Green Dragon	154
Grout	118-123
Halliday	8-152
Hart-Kraft	113-119
Havers	63-64-118
Henderson	3-8-9-23-73-118-152
Henry	8-64-105-118-133
Herreshoff	3-64-89-118
Hewitt	79-149
Holsman	97
Houpt	107
Imperial	8-78
Indiana	118
Jenkins	118
Jewell	43
Johnson	82
Keeton	9-27-84-118
Kelly Springfield	118
Kelsey	11-86
Kermath	118
Kline	118-148-149
Knox	1-149-152
Komet	85
Krall	118
Krit	8-9-87-118-148-150-152-153
Lansden	88
Lewis	3
Lexon	118
Lion	3-9-83-89-91-118
Little Four	8-32
Little Six	118
Logan	61-68
Lozier (Old)	114-118-149
L. P. C.	3-9
McIntire	118
Marathon	93-118-149
Marion	3-8-9-64-83-92-94-118-139-149-151
Marron	118
Marquette	118-149
Marvel	118
Mason	56-95-118
Mather	118
Matheson	96-149
Maxwell Briscoe	137-149
Maxwell (Old)	8-118-137-149
Maytag	95-118
Merchant	118
Meteor	8-98-118
Michigan	8-9-46-64-83-101-114-118
Middleby	65-90-118
Midland	8-9-83-89-102-118-152
Mier	103
Miller	8-118
Milwaukee	70
Monarch	118
Mora	64-114-149
Moyer	8-118
Nance	64
Northern	9-118
Northwestern	118
Nyberg	3-8-9-89-92-118
Ohio	8-109-118-133-148-149-152
Oliver	111-118
Omaha	8-118
Orient	100
Orson	51-149
Oswald	154
Overholt	133
Owen	118
Packers	118-149
Paige 3-cylinder	118
Palmer Singer	8-51-118-132-133-149
Panhard	13-149
Parry	8-112-148-153
Paulding	5
Peabody	118
Penn	8-23-118-149
Pennsylvania	23-29-118-149
Peru	118
Petrel	59
Pierce-Racine	28-115-118
Pioneer	116
Pittsburgh	31
Pope-Hartford	21-71-118-127-143-149-152-153
Pope Toledo	12-149-152-153
Pope Tribune	71
Poss	118-148
Pratt-Elkhart	54
Premier	3
Pungs-Finch	117-118
Queen	9-118
Randolph	9-49-118-121
Rainier	61-118-149
Rapid	118-148
Rayfield	75
R. C. H.	8-24-64-114-118-122-148-149
Reading	65
Reed	3-118
Reliable-Dayton	118
Reliance	118
Republic	124
Ricketts	125
Rider-Lewis	3-9-89-92-118
Royal Tourist	118-128-149
Sampson	8-118-137-149
Sandusky	46
Schacht	8-62-118
Scripps Booth Cycle Car	118
Selden	8-64-118-149-15[illegible]
S. G. V.	51-108-149
Sibley	131
Sommer	135
Southern	118-136
Spaulding	118
Speedwell	8-67-118-152-155
Sphinx	8-156
Springfield	72
Standard Six	8-118-129
Star	103
Staver	8-118-133-148-152
Sterling	85
Stevens-Duryea	144-149-152
Stoddart-Dayton	8-48-118-137-148-149-152
Suburban	8-118
Sultan	64-149
Thomas	8-81-118-127-140-148-149-152-153
Tincher	33
Tourine	64
Tourist	24
Traveler	142
Twombly	52
Trumbull	89
Van	56
Van Dyke	118
Victor Thomas Detroit	5-118-149
Virginian	8
Wagenhalls	126
Wahl	15-70-118
Walters	8
Waltham Orient	100
Warren	8-64-118-148-152
Washington	118
Waverly (Elec.)	92
Wayne	118-152
Welch-Detroit	118-152
Welch-Marquette	110
Welch-Pontiac	118
Whiting	8-32-118
Woodworth	118
Yale	22
Zimmerman	8
Zip	16

1 Alco Service Co., Phila., Pa.
2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
6 Ardsley Motor Car Co., Yonkers, N. Y.
7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Chicago.
9 Auto Parts Co., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E. 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City, Mo.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
19 Berkshire Motor Co., Pittsfield, Mass.
20 Black Mfg. Co., Chicago, Ill.
21 Boulevard Motor Co., Cambridge, Mass.
22 Brown-Lipe Gear Co., Syracuse.

23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
25 California Auto Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
31 Chester Engineering Co., Chester, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.
34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Corbin Motor Vehicle Co., New Britain, Conn.
42 Crow Motor Car Co., Elkhart, Ind.
43 Croxton Motor Car Co., Washington, Pa.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Waterloo, Iowa.
46 Dauch Mfg. Co., Sandusky, O.
47 Davidson's Repair Shop, N. Y. City.
48 Dayton Auto Parts Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
51 Drenco Mch. Co., N. Y. City.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
53 Edwards Motor Car Co., L. I. City, N. Y.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
57 Erickson & Stalnaker, Denver.
58 Ewing, L. E., Cleveland, O.
59 Filer & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
61 Garford Motor Truck Co., Lima, O.
62 General Auto Repair Co., Cincinnati, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorey & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Peru, Ind.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
75 Holmes Garage, Danville, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City, Mo.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N. Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkes-barre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
108 New Jersey Mchy. Co., Newark, N. J.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pioneer Car Mfg. Co., Oklahoma City, Okla.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
119 Quincy Engine Co., Chambersburg, Pa.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
125 Ricketts Auto Works, Detroit.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
131 Sibley Motor Car Co., Detroit.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka, Kas.
135 Sommer Motor Co., Detroit, Mich.
136 Southern Auto & Equipment Co., Atlanta, Ga.
137 Standard Motor Parts Co., Newcastle, Ind.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich. Ave., Chicago.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha, Wis.
146 Western Motor Car Co., Cleveland.
147 Willys-Overland, Inc., Toledo, O.
148 Auto Parts Co., St. Louis, Mo.
149 Pacific Motor Car Exchange Co., 221 W. 53d St., N. Y. City.
150 Motor Corporation, 1309 Race St., Phila.
151 Automobile Mechanics Corp., 221 W. 53d St., N. Y. City.
152 Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
153 Southern Welding Co., Waco, Texas.
154 Auto Salvage Co., Inc., Kansas City, Mo.
155 Kany, A. S., 251 Boyer St., Dayton, O.
156 Victor Motor Co., York, Pa.
157 Moore & Co., John, 2004 Broadway, N. Y. City.

At a directors' meeting of the Universal Rim Co., held in Chicago, Ill., it was decided for the purpose of greater specialization, to separate the two departments of the business, which have heretofore been known as the royalty and patent department, and the wholesale and manufacturing department.

The royalty and patent department will continue under the name of the Universal Rim Co., and have in charge all matters pertaining to patents, royalties, and the licensing of factories to manufacture Baker rims.

The wholesale and manufacturing department will be continued under the firm name of Stone-Thompson Mfg. Co., which takes over the entire distribution of Baker demountable rims, and the manufacture of Stone shock absorbers, as well as other automobile specialties, which are now in the course of development.

Joseph A. Schlecht of the Mound City Auto & Buggy Co., has been elected president of the St. Louis Automobile Manufacturers' and Dealers' Association. The other officers are: Vice-president, H. C. Fahrenkrog, Kardell Motor Co.; treasurer, Herman L. Schnure, of the Velie Automobile Co.

Specifications for Motor Trucks 1917

ABBREVIATIONS AND EXPLANATIONS:—**PRICE—C.**, Including Body. **FRAMES MATERIAL—R-C.**, Rolled Steel Channel Section; **R-I.**, Rolled Steel I Section; **Pr-S.**, Pressed Steel. **FRAMES CONSTRUCTION—S-F.**, Semi-Flexible; **Flex.**, Flexible; **R.**, Rigid. **TIRES—P.**, Pneumatic; **S.**, Solid; **St.**, Steel. **WHEELS—W.**, Wood; **C.**, Cast; **Ov.**, Oval Spokes; **Sq.**, Square Spokes; **Hol.**, Hollow Spokes; **Cr.**, Cruciform Spokes; **X.**, Cross-Shaped Solid Spokes; **D.**, Disk. **MAKE OF REAR AXLE—Salis.**, Salisbury; **Torb.**, Torbenson; **K-H.**, Keystone-Hindley; **TYPE OF REAR AXLES—F.**, Full Floating; **S-F.**, Semi-Floating; **D.**, Dead. **BEARINGS—P.**, Plain; **R.**, Roller; **B.**, Ball. **MAKE OF ENGINE—Wauk**, Waukegan; **Cont.**, Continental; **Lycm.**, Lycoming; **Herc.**, Hercules; **G-S-B.**, Golden, Belknop & Swartz. **CYLINDERS CAST—B.**, Block; **1**, Single; **2**, Pairs. **LOCATIONS OF VALVES—R.**, Right; **L.**, Left; **O.**, Opposite; **H.**, Head. **COOLING SYSTEM—G.**, Gear; **P.**, Pump; **T.**, Thermos-Syphon. **RADIATOR—Fin.**, Finned Tubes; **Sq. T.**, Square Tubular; **Z-Z-T.**, Zig-Zag Tubular; **Cell.**, Cellular; **Hel.**, Helical; **Ring.**, Tubes arranged in ring about Blower Fan. **IGNITION AND STARTING AND LIGHTING SYSTEM TYPE AND SPARK ADVANCE—D.**, Dual; **H.**, Hand Advance; **S.**, Single; **A.**, Automatic; **F.**, Fixed; **Eism.**, Eisemann; **Split.**, Splitdorf; **Conn.**, Connecticut; **West.**, Westinghouse; **G-D.**, Gray & Davis; **Br'l'ng.**, Berling; **At-K.**, Atwater-Kent; **Al-Ch.**. Allis Chalmers; **U. S. L.**, United States Lt. & Htg. Co.; **N-East**, North-East; **Split-App.**, Splitdorf Apple; **Huff-S.**, Huff-Simms; **Dono.**, Donohuse. **MAKE OF GOVERNOR—Wauk.**, Waukesha; **Rugg.**, Ruggles; **Mon.**, Monarch; **Dup.**, Duplex; **H-Sp.**, Serschel-Hpillman; **Mil.**, Milwaukee; **Simp.**, Simplex. **CARBURETTER—MAKE AND FEED—Sch.**, Schebler; **Ray.**, Rayfield; **Stmbg.**, Stromberg; **Shak.**, Shakespeare; **Flech.**, Fletcher; **Zen.**, Zenith; **Johns.**, Johnson; **G.**, Gravity; **V.**, Vacuum; **P.**, Pressure. **CLUTCH TYPE—D-D.**, Dry-Disc; **O-D.**, Oil Disc; **P.**, Plate; **C.**, Cone. **GEARSET TYPE AND LOCATION—Sel.**, Selective Sliding Gear; **Prog.**, Progressive Sliding Gear; **Ind-C.**, Individual Clutch; **Plan.**, Planatory; **Fric.**, Friction; **Elec.**, Electric. **GEARSET LOCATION—Amid.**, Amidship; **U-M.**, Unit with Motor; **U-J.**, Unit with Jack-shaft; **U-X.**, Unit with Axle. **FINAL DRIVE—Int-G.**, Internal Gear; **Chn.**, Chain; **Sp-B.**, Spiral Bevel Gear; **B.**, Bevel Gear; **S.**, Spur Gear; **Ex.**, External Gear; **T.**, to Front Wheel; **4**, on all Four Wheels; **W.**, Worm.

Upon application we will be glad to forward the address of any of these manufacturers to any dealer.

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM						TRANSMISSION						
				FRAME		TIRES																														
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders How Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost	Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	Clutch Type	Gearset Type	Location of Gearset	Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
A & B 3T	6,000	$4,500	144	r-c	s-f	s	48x3½d	48x3½d	w-ov						3		4	511/64x4¾	42.76	2-r	G	fin	Bosch D-H				Scheb		g		elec	amid		28.00-1	int-g-f	
A & B 5T	10,000	4,750	144	r-c	s-f	s	48x3½d	48x5d	w-ov						3		4	511/64x4¾	42.76	2-r	G	fin	Bosch D-H				Scheb		g		elec	amid		28.00-1	int-g-f	
Acason 2	4,000		150	pr-s	s-f	s	34x4	36x3½d	w-ov						3		4	4¼x5¾	29.00	2-l	P	fin	Eism S-H			Wauk	Scheb		v	d-d	sel	u-m			worm	
Acason	7,000		168	pr-s	s-f	s	36x5	38x5d	w-ov						3		4	4¼x5¾	29.00	2-l	P	fin	Eism S-H			Wauk	Scheb		v	d-d	sel	u-m			worm	
Acme B	2,000	1,500	128	pr-s	s-f	p	34x3	34x4	w-sq						3		4	3½x5	19.61	b-l	T	fin	Eism S-H			Pierce	Ray		v	d-d	sel	u-m		7.75-1	worm	
Acme A	4,000	2,100	148	pr-s	s-f	s	36x4	36x6	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F		opt	Pierce	Ray		v	d-d	sel	u-m		8.50-1	worm	
Acme C	7,000		168	r-c	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F		opt	Pierce	Ray		v	d-p	sel	amid		10.25-1	worm	
Armleder HW	4,000	2,800	166	pr-s	s-f	s	36x4	36x7	w-sq	Timken	w				3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		60.00	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.50-1	worm	3x¼
Armleder KW	7,000	3,500	156	r-I	s-f	s	36x5	36x5d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt.	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.75-1	worm	
Atlas 17	1,500	750	106	pr-s		p	31x4	31x4	w-ov		f-f		B	r	2		4	3¼x5	16.92	b-r	T	fin	Dixie S-H				Carter		g	o-d	sel	u-m		4.75-1	sp-b	
Atterbury 6B	2,000	1,875	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken					3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F			Pierce	Zenith		g	d-d	sel	u-m		7.75-1	worm	
Atterbury 6R	3,000	2,075	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken					3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F			Pierce	Zenith		g	d-d	sel	u-m		8.50-1	worm	
Atterbury 7C	4,000	2,575	153½	pr-s	flex	s	36x4	36x4d	w-sq	Timken					3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F			Pierce	Zenith		g	d-d	sel	u-m		8.50-1	worm	
Atterbury 7D	7,000	3,375	167½	pr-s	flex	s	36x5	40x5d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch D-H			Pierce	Zenith		g	d-d	sel	u-m		10.33-1	worm	
Autocar 21F	4,000	1,650	97	r-c		s	34x4	34x5	w-ov	own	f-f				2	own	2	4¾x4½	18.10	l-t	P	cell	Bosch S-F				Stmbg	1¼		d-p	prog	amid		7.14-1	B-S	2½
Available 1	2,000	1,700	132	r-c	s-f	s	36x3½	36x4	w-ov						3		4	3¾x5	22.50	b-r	T	cell	Bosch S-F				Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Available 2	4,000	2,250	156	r-c	s-f	s	36x4	36x7	w-ov						3		4	4⅛x5¼	27.20	b-l	P	cell	Bosch S-F				Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Available 3½	7,000	3,300	168	r-c	s-f	s	36x5	40x5d	w-ov						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-F			Pierce			g	d-d	sel	u-m		10.33-1	worm	
Available 5	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-ov						3		4	4½x5½	32.40	2-r	P	cell	Bosch S-F			Pierce	Stmbg		g	d-d	sel	u-m		11.75-1	worm	
Avery C	2,000	1,690	128			s	34x3½	34x5									4	4⅛x5¼	27.20	b-l	P	fin	HeinzeD-H				Ray			d-d	sel	u-m		7.75-1	chn	
Avery B	4,000	2,700	128			s	36x4	36x3½d									4	4¾x5	36.15	1-l	P	fin	Eism D-A				Ray			d-d	sel	u-j		3.50-1	chn	
Avery B	6,000	3,200	128			s	38x5	38x4d									4	4¾x5	36.15	1-l	P	cell	Eism D-A				Ray			d-p	sel	u-j		3.50-1	chn	
Avery A	6,000	2,500–c	140			w	38x5	38x4d									4	4¾x5	36.15	1-l	P	fin	Eism D-A				Ray			d-d	sel	u-j		3.50-1	chn	
Avery B	10,000	4,500	128			s	38x6	38x5d									4	5¼x5¾	44.20	2-o	P	cell	Eism D-A				Scheb			o-d	sel	u-j		12.50-1	chn	
Beech Creek 3A	6,000	3,850	132	r-c	flex	s	36x6	36x6	w-sq	own	f-f				3	Wauk	4	4¼x5¾	29.00	2-l	P	cell	Eism S-H			Wauk	King	1¼	v	d-p	sel	amid		8.03-1	b-4	
Bessemer G	2,000	975	124	pr-s	s-f	s	35x3	35x3½	w-sq						3		4	3½x5	19.61	b-r	T	cell	Bosch S-H			none	Scheb		g	d-d	sel	u-m		7.00-1	int-g	
Bessemer D	4,000	2,200	146	pr-s	s-f	s	37x4	37x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	cell	Bosch S-H			Pierce	Ray		g	c	sel	amid		7.75-1	worm	
Bessemer E	7,000	3,100	150	pr-s	s-f	s	37x5	37x5d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Ray		g	c	sel	amid		10.33-1	worm	
Bessemer H	10,000	3,600	150	pr-s	s-f	s	37x6	37x6d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce			g	c	sel	amid		13.00-1	worm	
Bethlehem A1	2,500	1,125	126				33x4	34x4		Russell	s	r-b	r-b	r-b	3	own	4	3¼x4½	22.50	b-l	T		Bosch				Scheb		g	d-d		u-m		7.40	int	
Bethlehem B1	4,500	1,665	144				34x4	34x6		Russell	s	r-b	r-b	r-b	3	own	4	4 x4½	27.00	2-l	T		Bosch				Scheb		g	d d		u-m		8.30	int	
Blair C	4,000	2,850	121	pr-s	flex	s	34x4	34x3½d	w-sq	K-H	f	b	r		3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1¼	g	c	ind-c	amid		7.67-1	worm	¼x3¾
Blair D	6,000	3,250	121	pr-s	flex	s	36x4	36x4d	w-sq	K-H	f	b	r		3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1¼	g	c	ind-c	amid		8.67-1	worm	¼x3¾
Blair E	8,000	3,750	144	pr-s	flex	s	36x5	36x5d	w-sq	K-H	f	b	r		3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	¼x3¾
Blair F	10,000	4,250	144	pr-s	flex	s	36x6	36x6d	w-sq	K-H	f	b	r		3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	¼x3¾
Bourne VM	4,000	3,150	143	r-c	flex	s	36x4	36x4d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4x5½		b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g					7.75-1	worm	
Bourne XM	7,000	3,850	163	r-c	flex	s	36x5	36x5d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4¾x5½		b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g					8.50-1	worm	
Brinton H	1,500	950	115		s-f	p	33x4	33x4	w-ov						5		4	3¼x5	16.92	b-l	G	cell	S-F						g	d-d	sel	u-m			worm	
Brinton F	5,000	2,250	138		s-f	s	36x4	36x6	w-ov						5		4	4⅛x5	27.20	b-l	G	cell	S-F		stock				g	d-d	sel	u-m			worm	
Briscoe 4-24	1,000	625	104	pr-s	r	p	30x3½	30x3½	w-ov						2		4	3¼x5½	16.92	b-r	T	z-z-t	Split S-H	Split	stock				g	c	sel	u-x		4.23-1	b	
Brockway O	2,000	1,650	124	pr-s	flex	s	34x3½	34x4	w-sq	Sheldon	s-f	b	r	b	3	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	d-d	sel	u-m		7.90-1	worm	
Brockway J-2	3,000	1,925	124	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	r	r	b	3	Cont	4	3¾x5	22.50	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	c	sel	amid		8.66-1	worm	
Brockway K-3	4,000	2,350	148	pr-s	flex	s	36x4	36x7	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1½	g	c	sel	amid		8.66-1	worm	
Brockway R	7,000	3,200	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H	Bosch	200.00	Mon	Scheb	1½	g	d-d	sel	amid		10.33-1	worm	
Burford O-3	4,000	2,250	144	pr-s	r	s	36x3½	36x3½d	w-sq						3		4	3¾x5½	22.50	b-r	P	fin	Eism S-F		stock	none	Zenith		g	c	sel	u-m		8.50-1	int-g	
Burford D-3	7,000	3,600	175	pr-s	r	s	38x5	38x5d	w-sq						3		4	4½x6¾	32.40	b-l	P	fin	Eism S-F		stock	Wauk	Zenith		v	d-d	sel	amid		13.10-1	worm	
Champion			106	pr-s		p	31x4	31x4	w		s-f						4	3⅛x4½	15.63	b-l	T				stock					d	sel		3		b	10x1½
Chase A	2,000	1,650	138	pr-s		s	36x3½	36x5	w-ov						3		4	3½x5¼	19.61	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase C	3,000	1,950	149½	pr-s		s	36x3½	36x3½d	w-ov						2		4	3½x5¼	19.61	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase B	5,000	2,475	160	pr-s		s	36x4	36x4d	w						3		4	4⅛x5½	27.20	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase X	6,000	2,800	160	pr-s		s	36x4	36x5d	w						4		4	4⅛x5½	27.20	b	P	fin	Bosch S-F			Mon	Stmbg		g	o-d	sel	u-m			worm	
Chase O	7,000	3,300	175	pr-s		s	36x5	36x5d	w-ov						3		4	4¼x6	29.00	b	P	fin	Bosch S-F			Mon	Stmbg		g	o-d	sel	u-m			worm	
Collier M	1,500	900	123	r-c	s-f	p	32x4	32x4	w-ov	Salis		b	b	r	3	Lycm	4	3¼x5	16.92	b-r	T	z-z-t	Conn S-H	Dyneto	stock	none	Zenith	⅞	g	d-p	sel	u-m		6.00-1	b	14x2
Columbia E	4,000	1,850	144	r-c	flex	s	36x4	36x6	w-sq	Russell					3	Buda	4	4⅛x5½	27.20	b-r	P	z-z-t	Eism S-H			Mon	Shak	1¼	g	c	sel	amid		9.45-1	int-g	
Commerce N	1,500	975	120	pr-s	flex	p	34x4	34x4	w-sq	Salis		b	b	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Eism S-F	Remy	100.00	none	Zenith	1	g	c	sel	u-m		6.00-1	b	2x44¼
Commerce E	2,000	1,175	126	pr-s	flex	s	34x3	34x4	w-sq	Torb		b	r	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Remy S-H	Remy	stock	Pierce	Zenith	1	v	c	sel	u-m		7.00-1	int-g	2x45¼

Continental (C)	FL	2,000	1,550	144	....	....	s	34x4	36x4	....	....	....	....	....	....	3	....	4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F	....	....	....	Stmbg		..	d-d	sel	u-m		7.75-1	worm	....
Continental (C)	HL	3,000	1,750	144	....	....	s	34x3½	36x5	....	....	....	....	....	....	3	....	4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F	....	....	....	Stmbg		..	d-d	sel	u-m		9.25-1	worm	....
Continental (C)	J	4,000	2,100	146	....	....	s	36x4	36x4d	....	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	2-l	P	cell	Bosch S-F	....	....	....	Stmbg		..	d-d	cel	u-m		9.25-1	worm	....
Continental (C)	M	7,000	3,000	168	....	....	s	36x5	36x5d	....	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	cell	Bosch S-F	....	....	....	Stmbg		..	d-d	sel	u-m		10.50-1	worm	....
Corbitt	E	2,000	1,450	130	r-c	f	s	36x3½	36x4	w-sq	Sheldon	....	....	....	....	3	....	4	3¾x5	22.50	b	T	cell		....	....	....	....	....	..	d-d	sel	u-m	3	7.50-1	....	16x2½
Corbitt	D	3,000	2,150	138	pr-s	r	s	36x3½	36x5	w-sq	Sheldon	w	r	b	....	3	Cont	4	3¾x5¼	22.50	b-r	P	fin	Eism S-H	Dono	....	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt	C	4,000	2,400	148	pr-s	r	s	36x3½	36x3½d	w-sq	Sheldon	w	r	b	....	3	Cont	4	4 x5¼	27.20	b-r	P	fin	Eism S-H	Dono	....	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt	B	5,000	2,650	148	pr-s	r	s	36x4	36x4d	w-sq	Sheldon	w	r	b	....	3	Cont	4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H	Dono	....	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt	A	7,000	3,250	168	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	w	r	b	....	..	Cont.	4	4½x5½	32.40	p-r	P	fin	Eism S-H	Dono	....	Pierce	Stmbg	1¼	g	w-d	ind-c	amid		11.66-1	worm	20x2½
Corbitt	AA	10,000	3,850	168	r-c	r	s	36x6	36x6	w-sq	Sheldon	w	r	b	....	3	Cont	4	4-4½x5½	32.40	p-2	P	fin	Eism H	....	....	Pierce	Stmbg	1¼	g	o-d	....	amid	3	13.5-1	worm	20x2½
Corliss	A	1,000	800-c	103	pr-s	r	p	31x4	31x4	w-ov	Gemco	s-f	....	....	....	2	LeRoi	4	3⅛x4½	15.64	b-l	T	fin	Dixie S-H	Al-Ch	75.00	....	Scheb		g	d-d	sel	u-m		4.50-1	b	....
Couple Gear	HC	7,000	5,400	144	r-c	s-f	s	36x4d	36x4d	pr-s-d	own	....	r	r	r	5	Wisc	4	5¾x6	53.00	1-o	G	cell	Eism D	....	150.00	Her-Sp	Stmbg	1¾	g	....	elec	....		25.00-1	b-4	17x2
Couple Gear	AC	10,000	5,900	144	r-c	s-f	s	36x5d	36x5d	pr-s-d	own	....	r	r	r	5	Wisc	4	5¾x6	53.00	1-o	G	cell	Eism D	....	150.00	Her-Sp	Stmbg	1¾	g	....	elec	amid		25.00-1	b-4	17x2
Croce	17	1,000	825	108	pr-s	....	p & s	32x4	32x4	w-sq	....	....	....	....	....	2	....	4	3¼x5	16.92	b-l	P	sq-t	Bosch S-F	....	....	none	Zenith		g	d-d	sel	u-m		5.00-1	b	....
Crowther-Duryea		1,200	600-c	110	pr-s	s-f	p	32x3½	32x3½	w-ov	....	....	....	....	....	4	....	4	3¾x4¼	22.50	1-h	T	cell	Dixie D-H	Split	stock	none	Scheb		g	....	roll	u-x		....	roll	....
Cunningham	V	2,000	3,000	141	....	....	....	37x5	37x5	....	....	....	f-f	....	....	....	....	8	3¾x5	....	....	P	....	West	....	....	....	Stmbg		..	d	sel	....		....	b	....
Dart	B-B	1,000	1,200	124	pr-s	flex	s	34x4½	34x1½	w-sq	....	....	....	....	....	3	....	4	3½x5⅛	19.61	b-r	T	cell	Eism S-F	....	....	none	Master		v	d-d	sel	u-m		7.75-1	worm	....
Dart	E	2,000	1,850	130	pr-s	flex	s	34x3½	34x5	w-sq	....	....	....	....	....	3	....	4	3¾x5⅛	22.50	b-r	T	cell	Eism S-F	....	....	none	Master		v	d-d	sel	u-m		7.00-1	worm	....
Dart	C-C	5,000	2,470	150	pr-s	flex	s	36x4	36x4d	w-sq	....	....	....	....	....	3	....	4	4⅛x5½	27.20	b-r	P	cell	Eism S-F	....	....	Dup	Master		v	d-d	sel	u-m		9.25-1	worm	....
Dayton	H	4,000	2,650	118½	r-c	s-f	s	36x4	36x3½d	w-ov	....	....	....	....	....	3	....	4	4¼x5	28.9	2-r	P	t	Bosch D-H	....	....	....	Stmbg		v	o-d	sel	amid		....	chn	....
Dayton	D	7,500	3,400	168	r-c	s-f	s	36x5	36x5d	w-ov	....	....	....	....	....	3	....	4	4¼x6	28.9	b-r	P	hel	Bosch D-H	....	....	....	Stmbg		v	d-p	sel	u-m		....	worm	....
Dayton	K	7,500	3,400	136	r-c	s-f	s	36x5	36x5d	w-ov	....	....	....	....	....	3	....	4	4¾x5½	36.1	2-r	P	t	Bosch D-H	....	....	....	Stmbg		v	o-d	sel	amid		....	chn	....
Dayton	M	10,000	4,500	148	r-c	s-f	s	36x6	42x5d	w-ov	....	....	....	....	....	3	....	4	5¼x7	44.20	2-r	P	t	Bosch D-H	....	....	....	Stmbg		v	o-d	sel	amid		....	chn	....
Dayton	E	15,000	4,950	148	r-c	s-f	s	36x7	42x6d	w-ov	....	....	....	....	....	3	....	4	5¼x7	44.20	2-r	P	t	Bosch D-H	....	....	....	Stmbg		v	o-d	sel	amid		....	chn	....
D-E	J	1,500	975	108	pr-s	s-f	p	33x4	33x4	w-ov	Sheldon	f	b	r	r	2	Leroi	4	3⅛x4½	15.60	b-r	T	fin	Dixie S-H	Al-Ch	85.00	....	Scheb	1	g	d-d	sel	u-m	3	6.2	worm	1¾x14
D-E	A	2,000	1,375	128	pr-s	s-f	s	34x3	34x4	w-sq	....	f	b	r	r	3	Cont	4	3½x5	19.61	b-r	T	fin	Dixie S-H	....	....	....	Zenith	1	g	p	sel	u-m	3	7½	worm	2x16
D-E	B	3,000	1,600	144	pr-s	s-f	s	34x3½	34x5	w-sq	....	f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	fin	Dixie S-H	....	....	....	Zenith	1¼	g	p	sel	u-m	3	8¼	worm	2x16
D-E	C	5,000	2,100	144	pr-s	s-f	s	36x4	36x7	w-sq	....	f	b	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H	....	....	....	Zenith	1¼	g	p	sel	u-m	3	8½	worm	2x18
DeKalb	E2	4,000	2,100	134	pr-s	flex	s	34x4	36x5	w-sq	Timken	w	....	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	....	....	Pierce	Master	1¼	g	c	sel	u-m		7.75-1	worm	3
DeKalb	E2½	5,000	2,450	136	pr-s	flex	s	36x4	36x6	w-sq	Timken	w	....	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	....	....	Pierce	Master	1¼	g	c	sel	u-m		8.25-1	worm	3
Denby	R	2,000	990	119	r-c	s-f	p	34x4½	34x4½	w-sq	....	....	....	....	....	2	....	4	3⅛x4½	15.64	b-r	T	cell	Dixie S-F	Al-Ch	85.00	Mil	Zenith		g	d-d	sel	u-m		8.20-1	int-g	....
Denby	G	3,000	1,575	120	pr-s	s-f	s	35x3½	35x5	w-sq	....	....	....	....	....	3	....	4	3½x5	19.61	b-r	T	cell	Eism S-F	G & D	135.00	Pierce	Stmbg		g	d-d	sel	u-m		8.80-1	int-g	....
Denby	H	4,000	1,790	144	pr-s	s-f	s	36x3½	36x3½d	w-sq	....	....	....	....	....	3	....	4	3¾x5	22.50	b-r	T	cell	Eism S-F	G & D	135.00	Pierce	Stmbg		g	d-d	sel	u-m		9.45-1	int-g	....
Denby	K	5,000	2,090	144	pr-s	s-f	s	36x4	36x4d	w-sq	....	....	....	....	....	3	....	4	3¾x5	22.50	b-r	T	cell	Eism S-F	G & D	135.00	Pierce	Stmbg		g	d-d	sel	u-m		9.45-1	int-g	....
Denmo	10	2,500	1,385	124	pr-s	r	p & s	34x4½	34x4	w-sq	Torb	....	b	r	r	3	Wisc	4	3¾x5	22.50	b	T	cell	Dixie	Sp-App	stock	Pierce	Stewart	1	g	d-p	sel	u-m		....	int-g	2½x15
Diamond-T	J5	2,000	1,550	132	pr-s	....	s	36x3	36x4	w-ov	Timken	w	r	r	r	..	Cont	4	3½x5	19.61	b-r	T	z-z-t	Bosch S-F	....	....	....	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	....
Diamond-T	J4	3,000	2,000	154	pr-s	....	s	36x3½	36x5	w-ov	Timken	w	r	r	r	..	Cont	4	3¾x5	22.50	b-r	P	z-z-t	Bosch S-F	....	....	....	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	....
Diamond-T	J3	4,000	2,325	154	pr-s	....	s	36x4	36x6	w-ov	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	z-z-t	Bosch S-F	....	....	Pierce	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	....
Diamond-T	L	7,000	3,475	170	pr-s	....	s	36x5	38x5d	w-ov	Timken	w	r	r	r	..	Cont	4	4½x5½	32.40	2-o	P	z-z-t	Bosch S-H	....	....	Mon	Ray	1¼	g	d-d	sel	u-m		8.75-1	worm	....
Diamond-T	R	10,000	4,300	170	pr-s	....	s	36x6	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-o	P	z-z-t	Bosch S-H	....	....	Mon	Ray	1¼	g	d-d	sel	amid		13.66-1	worm	....
Dispatch	G	1,200	1,100	120	w	flex	p	34x4	34x4	w-ov	own	b	b	b	b	3	....	4	3¾x5	22.50	b-l	T	cell	Bosch S-H	U.S.L	stock	....	Ray	1¼	v	c-u	c-u	amid		6.00-1	chn	....
Doane		5,000	3,000-c	150	r-c	flex	s	36x4	36x7	w-sq	....	....	....	....	....	3	....	4	4¼x5¾	29.00	2-r	P	fin	Bosch S-A	....	....	Wauk	Holley		g	d-d	sel	u-m		8.00-1	chn	....
Doane		12,000	4,500-c	178	r-l	flex	s	36x6	38x6d	w-sq	....	....	....	....	....	3	....	4	4¾x6¾	36.15	2-l	P	fin	Bosch S-A	....	....	Wauk	Holley		g	d-d	sel	u-m		10.50-1	chn	....
Dorris	I-B-W	4,000	2,185	144	pr-s	s-f	p	36x4	36x4d	w-sq	Timken	r	r	r	r	3	own	4	4⅜x5	30.65	2-h	P	z-z-t	Bosch S-H	....	....	Pierce	Stmbg	1¼	g	d-d	sel	u-m		7.75-1	worm	3¼x18
Duplex	D	6,000	....	130	pr-s	flex	s	36x6	36x6	w-sq	own	....	r	r	r	3	Buda	4	4½x5	32.40	b-r	P	fin	Eism S-H	West	150.00	Dup	Scheb	1¼	v	d-d	sel	u-m		12.00-1	int-g-4	2½x18
Ellsworth	25-A	1,000	695-c	108	pr-s	flex	p	30x3½	30x3½	w-ov	Gemco	f-f	r	b	r	2	Lycm	4	3¼x5	16.92	b-r	T	sq-t	stor. S-H	Dyneto	stock	....	Carter	1	g	c	sel	u-m		4.46-1	b	1⅛
Empire		500	325	100	....	....	....	28x3	28x3	....	....	s-f	....	....	....		....	4	2⅝x3¼	....	....	T	....	At-K	....	....	....	Scheb		..	c	sel	....		....	b	16x3¼
Fargo		4,000	1,490	136	r-c	s-f	s	36x4	36x6	w-sq	Russel	d	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	cell	Brlng S-H	West	125.00	Mon	Zenith	1	g	d-d	sel	u-m	3	9.45-1	int-g	¼x3
Federal	S	2,000	1,650	132	pr-s	s-f	s	34x3	34x4	w-ov	Timken	f-f	....	....	....	5	own	4	3½x5⅛	19.61	b-r	P	fin	Eism S-F	....	opt	Simp	Zenith		g	d-d	sel	amid		7.00-1	worm	18x3½
Federal		3,000	2,100	144	pr-s	s-f	s	36x3½	36x5	w-sq	Timken	f-f	....	....	....	5	own	4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	245.00	Simp	Zenith		g	d-d	sel	amid		8.50-1	worm	18x3½
Federal		4,000	2,300	144	pr-s	s-f	s	36x4	36x7	w-sq	Timken	f-f	....	....	....	5	own	4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	150.00	Simp	Zenith		g	d-d	sel	amid		8.50-1	worm	....
Federal		7,000	3,000	156	r-c	s-f	s	36x5	36x5d	w-sq	Timken	f-f	....	....	....	5	own	4	4¼x5½	32.40	2-l	P	fin	Eism S-F	West	150.00	Simp	Zenith		g	d-d	sel	amid		10.33-1	worm	21x3½
Federal	W	10,000	4,000	156	r-c	s-f	s	36x6	40x6d	c-hol	Timken	f-f	....	....	....	5	own	4	4¼x5½	29.00	b-r	P	fin	Eism S-F	....	opt	Simp	Zenith		g	d-p	sel	amid		11.60-1	worm	24x4
Forschler		2,000	1,650	120	r-c	flex	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r	..	Cont	4	3½x5	19.61	b-r	P	sq-t	Bosch S-F	....	....	Mon	Zenith	1	g	d-d	sel	u-m	3	7.75-1	worm	2½
Forschler	BO	4,000	2,250	138	r-c	flex	s	34x3	34x3½	w-sq	Sheldon	s-f	b	r	r	.	Cont	4	4⅛x5¼	27.00	b-l	P	sq-t	Bosch S-F	....	....	Pierce	Zenith	1¼	g	d-d	sel	u-m	3	7.75-1	worm	2½
Forschler	AXO	3,000	2,000	120	r-c	flex	s	34x3	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3½x5	19.60	....	P	....	Bosch S-P	....	....	....	Zenith	1	g	d-d	sel	u-m	3	....	worm	2
Forschler	BXO	5,000	2,500	138	r-c	flex	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.00	....	P	....	Bosch S-F	....	....	....	Zenith	1¼	g	d-d	sel	u-m	3	....	worm	2½
Fulton		3,000	1,000	134	pr-s	....	s	34x3½	34x2½d	w-sq	own	....	b	r	....	3	own	4	3¾x4¼	22.50	2-l	T	fin	Eism S-F	....	....	....	Sund	1	g	o-p	sel	u-m		....	int-g	¼x2¼
F. W. D.	B	6,000	4,000	124	pr-s	....	s	36x6	36x6	w-ov	own	f-f	r	r	r	3	Wisc	4	4¾x5½	36.15	2-o	P	sq-t	Eism S-H	N-East	300.00	Pierce	Stmbg	1¼	g	o-d	ind-c	amid		8.90-1	b-4	2¼
Gabriel	B	1,500	800	118	pr-s	flex	p	33x4	33x4	w-ov	Timken	f-f	r	r	r	3	Buda	4	3½x5	....	b-l	P	....	Bosch	....	....	....	Ray	....	g	d	sel	amid	3	6-1	B	....
Gabriel	C	2,000	1,600	126	pr-s	flex	p	35x5	35x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4⅛x5¼	....	b-l	P	....	Bosch	....	....	....	Ray	....	g	c	sel	amid	3	4.25-1	B	....
Gabriel	D	3,000	2,000	136	pr-s	flex	p	36x5	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	....	b-l	P	....	Bosch	....	....	....	Ray	....	g	c	sel	amid	4	6-1	worm	....
Gabriel	E	4,000	2,300	144	pr-s	flex	P	36x4	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	....	b-l	P	....	Bosch	....	....	....	Ray	....	g	c	sel	amid	4	8.50-1	worm	....
Garford	75	2,000	1,450	120	pr-s	s-f	p & s	34x4½	36x3½	w-ov	....	....	....	....	....	3	....	4	3½x5⅛	19.61	b-r	T	cell	Dixie S-H	West	175.00	Mon	Ray		g	d-d	sel	u-m		7.80-1	worm	....
Garford	66	3,000	1,800	142	pr-s	s-f	s	36x3½	36x5	w-ov	....	....	....	....	....	3	....	4	3¾x5½	22.50	b-r	P	cell	Dixie S-H	West	175.00	Mon	Ray		g	d-d	sel	amid		8.50-1	worm	....
Garford	70	4,000	2,300	142	pr-s	s-f	s	36x4	36x4d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H	West	175.00	Mon	Ray		g	d-d	sel	amid		7.75-1	worm	....
Garford	77-B	7,000	3,400	128	pr-s	s-f	s	36x5	40x5d	w-ov	Gimken	f-f	r	r	r	3	Buda	4	4¼x6	29.00	b-r	P	cell	Bosch S-H	West	175.00	own	Ray		g	d-d	sel	amid		10.33-1	worm	....
Garford	68	10,000	4,300	128	pr-s	s-f	s	36x6	40x6d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¾x5½	36.15	2-o	P	fin	Bosch S-H	....	....	own	Ray		g	d-d	sel	u-j		13.31-1	chn	....
Garford	69	12,000	4,500	128	pr-s	s-f	s	36x6	40x7d	w-ov	Gimken	f-f	r	r	r	3	Buda	4	5-1/10x5¼	41.61	2-o	P	fin	Bosch S-H	....	....	own	Ray		g	d-d	sel	u-j		13.31-1	chn	....
G. V.-Mercedes	F.V.	12,000	....	192¼	pr-s	r	s	34x5	40x6d	c-d	....	....	....	....	....	3	....	4	4¼x5-9/10	29.00	2-h	P	sq-t	Bosch S-F	....	....	own	own		p	c	sel	amid		9.36-1	int-g	....
Geneva	1	1,500	....	96	....	....	s	34x2	36x2½	....	Sheldon	....	b	b	b	2	Beauer	2	5¼x4¼	22.10	1-h	G	fin	Simms S-F	....	....	....	Scheb	1¼	..	d-p	plan	u-j		....	chn	2⅛
Gersix	G	5,000	2,650	150	r-c	r	s	36x4	36x7	w-ov	Empire	....	....	R	....	4	Buda	6	3¾x5½	33.75	b-l	P	cell	West S-H	West	stock	Mon	Ray	1¼	v	d-p	ind-c	u-m		8.66-1	worm	3
Globe		2,500	1,375	130	r-c	s-f	s	34x3½	34x4	w-sq	....	....	....	....	....	3	....	6	3¼x4½	25.39	b-l	P	fin	Dixie S-F	....	....	Pierce	Master		v	d-d	sel	u-m		7.40-1	int-g	....
G. M. C.	15	1,500	1,150	122	pr-s	r	p	35x5	35x5	w-ov	....	....	....	....	....	3	....	4	3½x5	19.61	b-r	P	fin	Eism S-H	....	....	Mon	Marvel		g	c	sel	amid		6.00-1	bevel	....
G. M. C.	21	2,000	1,800	136	pr-s	s-f	s	34x3½	34x5	w-ov	....	....	....	....	....	3	....	4	3¾x5	22.50	b-l	P	fin	Eism S-H	....	....	Mon	Marvel		g	d-d	sel	u-m		7.75-1	worm	....
G. M. C.	31	3,000	2,100	144	pr-s	r	s	36x3½	36x5	w-ov	....	....	....	....	....	3	....	4	3¾x5	22.50	b-r	P	fin	Eism S-H	....	....	Mon	Marvel		g	d-d	sel	u-m		9.25-1	worm	....
G. M. C.	41	4,000	2,550	158	pr-s	r	s	36x4	36x4d	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H	....	....	Mon	Marvel		g	d-d	sel	u-m		9.25-1	worm	....
G. M. C.	71	7,000	3,500	163	r-c	r	s	36x5	40x5d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	fin	Eism S-H	....	....	Mon	Marvel		g	d-d	sel	amid		12.00-1	worm	....
G. M. C.	101	10,000	4,100	163	r-c	r	s	36x6	40x6d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	fin	Eism S-H	....	....	Mon	Marvel		g	d-d	sel	amid		13.67-1	worm	....
Gramm-Bernstein		2,000	1,650	124	pr-s	s-f	s	34x3½	34x4	w-sq	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		6.50-1	worm	....
Gramm-Bernstein		3,000	2,000	130	pr-s	s-f	s	34x3½	36x4	w-sq	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	....
Gramm-Bernstein		4,000	2,300	146	pr-s	s-f	s	34x4	34x3½d	w-sq	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		8.60-1	worm	....
Gramm-Bernstein		5,000	2,700	156	pr-s	s-f	s	36x4	36x4d	w-sq	....	....	....	....	....	3	....	4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	....
Gramm-Bernstein		7,000	3,400	158	pr-s	s-f	s	36x5	40x5d	c-hol	....	....	....	....	....	3	....	4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200 00	Wauk	Zenith		g	d-d	ind-c	amid		8.75-1	worm	....
Gramm-Bernstein		10,000	4,300	168	pr-s	s-f	s	36x6	40x6d	c-hol	....	....	....	....	....	3	....	4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	....
Gramm-Bernstein		12,000	4,500	168	pr-s	s-f	s	36x6	40x7d	c-hol	....	....	....	....	....	3	....	4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	....
Hahn	C	2,000	1,750	136	pr-s	....	s	36x3½	36x5	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	2.20	b-l	P	sq-t	Bosch D-H	....	....	Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	....
Hahn	E	4,000	2,250	144	pr-s	....	s	36x4	36x4d	w-ov	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H	....	....	Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	....
Hall		4,000	2,000	132	r-c	s-f	s	36x4	36x4d	w-sq	Timken	....	....	....	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		9.25-1	worm	....
Hall		7,500	2,800	144	r-c	s-f	s	36x5	36x5d	w-sq	Timken	....	....	....	....	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		10.51-1	worm	....
Hall		10,000	3,400	144	r-c	s-f	s	36x5	40x6d	w-sq	Timken	....	....	....	....	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1½	g	d-d	sel	u-m		12.00-1	chn	....
Harrison	C	7,000	....	....	r-c	r	s	37x5	37x4½d	w-ov	....	....	....	....	....	3	....	4	4½x5	32.40	2-r	P	....	Bosch D-H	....	....	own	Scheb		g	c	sel	u-j		9.43-1	chn	....
Harrison	F	7,000	....	....	r-c	r	s	37x5	37x5d	w-sq	....	....	....	....	....	3	....	4	4½x5	32.40	2-r	P	sq-t	Bosch D-H	....	....	own	Stmbg		g	c	sel	u-j		9.60-1	chn	....
Harvey	W-F	5,000	2,500	150	r-c	s-f	s	36x4	36x7	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		7.75-1	worm	2½
Harvey	W-H	7,000	3,250	160	r-c	s-f	s	36x5	36x5d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x6	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½
Harvey	W-K	10,000	4,000	160	r-c	s-f	s	36x6	40x6d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4½x6	3	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM		Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	TRANSMISSION					Size of Brake Banding
				FRAME		TIRES																													
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost					Clutch Type	Gearset Type and Location	Speeds	Total Gear Reduction in High	Final Drive	
Hawkeye H	2,500	1,300	136	r-c	....	s	34x3½	34x5	w-sq	....	....	....	....	....	3	....	4	3¾x5	22.50	b-h	G	fin	Eism S-H	....	....	....	Master		v	d-p	sel u-m		....	int-g	......
Horner	3,000	2,350	145	pr-s	r	s	36x4	36x4	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b	P	fin	D-H	....	....	....	....		g	d-d	sel		....	worm	......
Horner	4,000	2,750	145	pr-s	r	s	36x4	36x3½d	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b	P	fin	D-H	....	....	....	....		g	d-d	sel		....	worm	......
Horner	6,000	3,350	145	r-c	r	s	36x5	40x4d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-o	P	fin	D-H	....	....	....	....		g	d-d	sel		9.40-1	worm	......
Horner	10,000	4,350	156	r-c	r	s	38x6	42x6d	w-sq	....	....	....	....	....	3	....	4	5¼x5¾	44.20	2-o	P	fin	D-H	....	....	....	....		g	d-d	sel amid		13.42-1	worm	......
Hurlburt	3,000	2,250	136	pr-s	r	s	34x4	34x5	w-ov	own	....	r	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	cell	Eism S-F	Vesta	stock	Pierce	Flech		g	d-d	sel u-m		7.75-1	worm	......
Hurlburt	4,000	3,000	148	pr-s	r	s	36x4	36x4d	w-ov	own	....	r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech		g	c	sel amid		8.67-1	worm	......
Hurlburt	7,000	3,500	146	pr-s	r	s	36x5	36x5d	w-ov	own	....	r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech		g	c	sel amid		8.67-1	worm	......
Hurlburt	10,000	4,250	156	pr-s	....	s	36x5	38x6d	w-ov	own	....	r	r	r	4	Buda	6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech		g	d-d	sel amid		10.33-1	worm	......
Hurlburt	14,000	5,000	156	pr-s	....	s	36x6	40x7d	w-ov	own	....	r	r	r	4	Buda	6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech		g	d-d	sel amid		11.33-1	worm	......
Independent F	2,000	1,385	128	pr-s	....	s	36x3	36x4	w-sq	....	....	r	r	b	3	Cont	4	3½x5	19.61	b	P	z-z-t	Eism S-F	Jesco	100.00	Mon	Marvel	1	g	d-d	sel u-m		7¾-1	worm	1¾x14
Independent G	4,000	1,850	144	pr-s	....	s	36x3½	36x5	w-sq	....	....	r	r	b	3	Cont	4	4⅛x5¼	27.20	b	P	z-z-t	Eism S-F	....	....	Mon	Marvel	1¼	g	d-d	sel u-m		8⅔-1	worm	2½x17
I. H. C. H	1,500	1,225	115	pr-s	s-f	s	36x3	36x3½	w-ov	....	....	....	....	....	3	....	4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel amid		7.00-1	int-g	......
I. H. C. F	2,000	1,500	128	pr-s	s-f	s	36x3½	36x4	w-ov	....	....	....	....	....	3	....	4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel amid		8.00-1	int-g	......
Jeffery 1016	1,500	965	116	pr-s	flex	p	35x4½	35x4½	w-ov	own	f	b	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Dixie S-H	Bijur	stock	....	Stmbg	1¼	..	d-p	sel u-m		4.50-1	sp-b	16½x3
Jeffery 2016	3,000	1,465	130	pr-s	flex	p & s	34x4½	34x5	w-sq	Celfor	d	b	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Dixie S-H	Bijur	stock	Dup	Stmbg	1¼	g	d-p	sel u-m		8.10-1	int-g	16½x3
Jeffery Quad 4016	4,000	2,850	124	pr-s	flex	s	36x5	36x5	c-d	own	d	b	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	cell	Dixie S-H	Bijur	125.00	Dup	Stmbg	1¼	g	d-p	ind-c amid		8.50-1	int-g-4	16½x2½
Kelly-Springfield K-31	3,000	2,250	144	pr-s	s-f	s	36x3½	36x6	w-sq	own	d	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel amid		....	chn	......
Kelly-Springfield K-32	3,000	2,250	144	pr-s	s-f	s	36x3½	36x6	w-sq	own	s-f	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel amid		....	worm	......
Kelly-Springfield K-36	5,000	3,000	144	pr-s	s-f	s	36x4	36x4d	w-sq	own	s-f	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel amid		....	worm	......
Kelly-Springfield K-35	5,000	3,000	144	pr-s	s-f	s	36x4	36x4d	w-sq	own	d	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel amid		....	chn	......
Kelly-Springfield K-40	7,000	3,650	150	pr-s	s-f	s	36x5s	40x5d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel amid		....	chn	......
Kelly-Springfield K-45	8,000	3,800	150	pr-s	s-f	s	36x5s	40x6d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel amid		....	chn	......
Kelly-Springfield K-50	10,000	4,400	150	pr-s	s-f	s	36x6s	40x6d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel amid		....	chn	......
Kelly-Springfield K-60	12,000	4,600	150	pr-s	s-f	s	36x6 s	40x7d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel amid		....	chn	......
King	7,000	2,600	120	r-c	flex	s	36x5	36x5d	w-sq	own	d	b	....	....	3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-D	....	....	Pierce	Scheb	1½	g	d-d	ind-c u-j		8.67-1	chn	3½x¼
Kisselkar	1,500	950	124	pr-s	r	p	32x4	32x4	w-sq	own	f-f	b	....	....	3	own	4	3⅞x5½	24.22	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	c	sel u-m		4.58-1	sp-b	2x5/32
Kisselkar	2,000	1,250	132	pr-s	r	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r	3	own	4	3⅞x5½	24.22	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel u-m		6.50-1	worm	2x3/16
Kisselkar	4,000	1,875	144	pr-s	r	s	34x3½	36x6	w-sq	Timken	f-f	b	....	....	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel u-m		9.25-1	worm	3¼x¼
Kisselkar	5,000	2,250	166	pr-s	r	s	34x4	36x4d	w-sq	Sheldon	s-f	b	r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel u-m		8.70-1	worm	2¼x¼
Kisselkar	8,000	2,850	168	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	s-f	b	r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel amid		10.33-1	worm	2½x¼
Kisselkar	10,000	3,350	180	pr-s	r	s	36x6	36x6d	w-sq	Sheldon	s-f	....	r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	....	....	Pierce	Stmbg	1¼	v	d-p	sel amid		10.33-1	worm	2½x¼
Kleiber AA	1,500	1,600	130	r-c	s-f	s	34x3	34x5	w-ov	....	....	r	r	....	3	Cont	4	3¾x5	22.50	b-r	T	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1¼	g	d-p	sel u-m		6.75-1	worm	16x3¼
Kleiber A	3,000	2,250	140	r-c	s-f	s	36x3½	36x5	w-ov	....	....	r	r	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1¼	g	o-d	sel amid		6-50-1	worm	16x3¾
Kleiber BB	4,000	2,400	145	r-c	s-f	s	36x3½	36x6	w-sq	....	....	r	r	....	..	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1¼	g	o-d	sel amid		7.75-1	worm	17x3
Kleiber B	5,000	2,750	150	r-c	s-f	s	36x4	36x4d	w-sq	....	....	r	r	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1¼	g	o-d	sel amid		8.67-1	worm	18x2½
Kleiber C	7,000	3,500	160	r-c	s-f	s	36x5	36x5d	w-sq	....	....	r	r	....	3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1½	g	o-d	sel amid		8.75-1	worm	20x3
Kleiber D	10,000	4,500	170	r-c	s-f	s	36x6	40x6d	w-sq	....	....	r	r	....	3	Cont	4	5¼x5¾	44.20	2-o	P	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1½	g	o-d	sel amid		8.75-1	worm	24x3
Knickerbocker A	7,000	3,500	128	r-c	r	s	35x5	35x5d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H	....	stock	Pierce	Stmbg		g	c	sel u-m		3.50-1	chn	......
Knickerbocker C	10,000	4,500	148	r-c	r	s	36x6	36x6d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H	....	stock	Pierce	Stmbg		g	c	sel u-m		3.50-1	chn	......
Knox Tractor 35	....	4,500	108½	r-c	r	s	36x5	38x6d	c-hol	Timken	d	....	....	....	3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel u-j		9.60-1	chn	6½x20
Knox Tractor 36	6,000	5,000	108½	r-c	r	s	36x4	38x6d	c-hol	Timken	d	....	....	....	3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel u-j		12.05-1	chn	6½x20
Koehler K	2,000	895	129	r-c	r	s	34x3	34x3½	w-sq	Torb	....	....	....	r	3	own	4	3½x5	19.61	b-h	T	fin	Heinze S-F	....	....	opt	Zephyr	1	g	d-d	sel u-m		7.00-1	int-g	15x2¼
Krebs 40	3,000	2,050	146	pr-s	....	s	36x3½	36x5	w-sq	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-l	P	tube	Bosch S-H	....	....	own	Zenith		g	d-d	sel u-m		7.75-1	worm	......
Krebs 60	4,000	2,375	162	pr-s	s-f	s	36x4	36x4d	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	tube	Bosch S-H	....	....	own	Zenith		g	d-d	sel amid		8.50-1	worm	......
Krebs 90	7,000	3,250	180	pr-s	s-f	s	36x5	36x5d	w-sq	....	....	....	....	....	3	....	4	4⅛x5½	32.40	2-l	P	tube	Bosch S-H	....	....	own	Zenith		g	d-d	sel amid		10.33-1	worm	......
Lambert V2	2,000	1,700	144	r-c	s-f	s	36x3½	36x4	w-sq	....	....	....	....	....	5	....	4	4¼x5¼	29.00	1-l	P	fin	Remy S-H	....	100.00	Pierce	Scheb		g	....	fric amid		....	chn	......
Landshaft GI	2,000	1,250	124	r-c	....	s	34x3½	36x4	w-sq	Torb	d	b	b	r	..	Buda	4	3½x5⅛	....	....	T	....	....	....	75.00	....	....	1	..	p	sel		....	int-g	......
Landshaft LI	4,000	1,650	144	r-c	....	s	34x4	36x6	w-sq	Torb	d	b	b	r	..	Buda	4	4⅛x5½	....	....	T	....	....	....	75.00	....	....	1¼	..	d	sel		....	int-g	......
Lane A	1,500	1,075	150	r-c	....	s	34x4	36x6	w-sq	Timken	....	....	....	....	2	Cont	4	3¼x5	16.92	b-l	T	fin	G & D S-H	G & D	stock	....	Shak		g	o-d	sel u-m		6.20-1	worm	......
Lange C	3,000	1,850	130	r-c	r	s	36x3½	38x4	w-ov	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-r	T	sq-t	Bosch S-H	....	....	Pierce	Stmbg		g	o-d	ind-c u-j		8.05-1	chn	......
Lange B	5,000	2,450	136	r-c	r	s	36x4	38x6	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-r	T	sq-t	Bosch S-H	....	....	Pierce	Stmbg		g	o-d	ind-c u-j		9.21-1	chn	......
Larrabee M	2,000	1,600	130	pr-s	s-f	s	34x3½	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel u-m		6.50-1	worm	2½
Larrabee N	3,000	2,000	140	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel u-m		7.75-1	worm	3
Larrabee R & S	5,000	2,400	154-166	pr-s	flex	s	36x4	36x7	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel u-m		8.66-1	worm	2¼
Lawson 35	1,000	....	112	pr-s	....	p	31x4	31x4	w-ov	....	....	....	....	....	3	....	4	3¾x4¼	22.50	b-r	T	cell	Dixie S-H	Split	opt	....	Scheb		g	o-p	sel u-m		4.30-1	b	......
Lenox Amer. Tractor	8,000	4,250	192	....	....	....	60x18	60x18	....	....	....	½-f	....	....	..	....	4	5¾x7	....	....	P	....	Dixie	....	....	....	Carter	....	..	....	sel		....	4-w	......
Lenox Amer. Tractor	3,000	2,000	144	....	....	....	48x10	48x10	....	....	....	½-f	....	....	..	....	4	4¾x5½	....	....	P	....	Dixie	....	....	....	Carter	....	..	....	sel		....	4-w	......
Lincoln L	2,000	975	122	pr-s	s-f	p	33x5	33x5	w-ov	....	....	....	....	....	3	....	4	3½x5	19.61	b-r	T	tube	Dixie S-F	Delco	100.00	Mon	Zenith		v	c	sel u-m		6.50-1	b	......
Lippard-Stewart MW	1,000	1,000	106	pr-s	s-f	p	33x4	33x4	w-ov	....	....	....	....	....	2	....	4	3¼x5	16.92	b-l	T	sq-t	Brlng S-F	Remy	stock	none	Zenith		g	c	sel amid		5.80-1	worm	......
Lippard-Stewart W	1,500	1,600	125	pr-s	s-f	p	35x4½	35x4½	w-ov	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	135.00	none	Zenith		g	c	sel amid		6.00-1	worm	......
Lippard-Stewart H	2,000	2,000	145	pr-s	s-f	s	36x3	36x5	w-ov	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	135.00	Pierce	Zenith		g	c	sel amid		6.75-1	worm	......
Lippard-Stewart F	3,000	2,300	145	pr-s	flex	s	36x3½	36x3d	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	135.00	Pierce	Zenith		g	c	sel amid		7.75-1	worm	......
Lippard-Stewart G	4,000	2,600	158	pr-s	flex	s	36x4	36x4d	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	135.00	Pierce	Zenith		g	c	sel amid		9.25-1	worm	......
Little Giant 15	1,500	1,500	138	pr-s	s-f	p & s	34x4	34x3½	w-sq	Timken	f-f	r	r	r	3	Cont	4	3½x5	19.61	b-r	T	cell	Eism S-H	....	stock	....	Scheb	1	g	d-d	sel u-m		6.00-1	worm	15x2½
Little Giant H	2,000	1,400	110	r-I	s-f	s	36x3	36x3½	w-sq	....	....	....	....	....	3	....	4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H	....	....	....	Scheb		g	o-d	.... u-j		6.88-1	chn	......
Little Giant H	3,000	1,500	110	r-c	s-f	s	36x3½	36x4	w-sq	....	....	....	....	....	3	....	4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H	....	....	....	Scheb		g	o-d	sel u-j		6.88-1	chn	......
Little Giant 16	4,000	2,500	144	pr-s	s-f	s	36x4	36x6	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	....	....	....	Scheb	1¼	g	d-d	sel u-m		7.75-1	worm	16x3¼
Luverne 17	4,000	2,000	150	....	....	....	36x3½	36x3½	....	Hess	f-f	....	....	....	.	Cont	6	3¾x5½	....	....	P	....	Bosch	West	....	....	Scheb	1¼	..	d	sel		....	int-g	2¼x16
Maccar L	3,000	2,100	150	pr-s	r	s	36x4	36x5	w-sq	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	....	....	Pierce	Stmbg	1¼	g	d-d	sel u-m		6.75-1	worm	2½x½
Maccar H	5,000	2,600	162	pr-s	r	s	36x4	36x4d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H	....	....	Pierce	Stmbg	1¼	g	d-d	sel u-m		7.75-1	worm	2¼x½
Maccar M	7,000	3,250	174	pr-s	r	s	36x5	36x5d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H	....	....	Pierce	Stmbg	1¼	g	d-d	sel u-m		10.20-1	worm	3x½
Maccar U	11,000	4,150	186	pr-s	r	s	36x5	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H	....	....	Pierce	Stmbg	1¼	g	d-d	sel amid		13.66-1	worm	3½x½
Mack AB	2,000	2,150	144	pr-s	s-f	s	36x4	36x3½d	w-sq	....	d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	6.29-1	chn	2¼x14
Mack AB	2,000	2,150	144	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	7.00-1	worm	3¼x14
Mack AB	3,000	2,550	162	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	7.75-1	worm	3¼x16
Mack AB	3,000	2,550	162	pr-s	s-f	s	36x4	36x3½d	w-sq	....	d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	6.99-1	chn	2½x14
Mack AB	4,000	2,800	162	pr-s	s-f	s	36x4	36x4d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	7.75-1	worm	3¼x16
Mack AB	4,000	2,800	162	pr-s	s-f	s	36x4	36x4d	w-sq	....	d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel u-m	4	6.99-1	chn	2¼x14
Mack AC	7,000	3,650	156	pr-s	s-f	s	36x5	40x5d	w-sq	....	d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel u-j	3	7.54-1	chn	3½x20
Mack AC	11,000	4,250	156	pr-s	s-f	s	36x6	40x6d	w-sq	....	d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel u-j	3	8.40-1	chn	3½x20

Mack....AC	15,000	4,600	156	pr-s	s-f	s	36x7	40x7d	w-sq	....	d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel	u-j		11.58-1	chn	3½x20
Mack Tractor....AC	14,000	3,400	119	pr-s	s-f	s	36x5	40x5d	w-sq	....	d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		10.77-1	chn	....
Mack Tractor....AC	22,000	4,000	119	pr-s	s-f	s	36x6	40x6d	w-sq	....	d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		11.58-1	chn	....
Mack Tractor....AC	30,000	4,500	119	pr-s	s-f	s	36x7	40x7d	w-sq	....	d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		14.10-1	chn	....
Maxwell....25	750	545	103	pr-s	flex	p	30x3½	30x3½	w-ov	....	¾-f	c-p	b	r	2	own	4	3⅝x4½	21.08	b-r	T	fin	Simms D-H	Huff-S	stock	....	K.D		g	c	sel	u-m		3.59-1	b	1¾x⅝
Menominee....EW	1,500	1,425	124	r-c	s-f	c	36x4	37x5½	w-ov	Timken	w	....	....	....	3	Cont	4	3¾x5	22.50	b-r	T	cell	Bosch S-H	....	opt	own	Stmbg		g	d-d	sel	u-m		....	worm	....
Menominee....FW	2,000	1,790	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w	....	....	....	3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Bosch S-H	....	opt	own	Stmbg		g	d-d	sel	u-m		....	worm	....
Menominee....H	3,000	2,050	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w	....	....	....	3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Bosch S-H	....	opt	own	Stmbg		g	d-d	sel	u-m		....	worm	....
Menominee....D	4,000	2,475	144	r-c	s-f	s	36x4	36x6	w-sq	Timken	w	....	....	....	3	Cont	4	4 x5¼	27.20	b-l	P	cell	Bosch S-H	....	opt	own	Stmbg		g	d-d	sel	u-m		....	worm	....
Menominee....G	7,000	3,275	160	r-c	s-f	s	36x5	36x5d	w-sq	Timken	w	....	....	....	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H	....	opt	own	Stmbg		g	....	....	amid		....	worm	....
MercuryBulley Trac.A	....	3,400	71	r-c	r	s	34x4	38x4d	w-sq	own	....	b	b	r	3	Wisc	4	4¼x5	29.00	2-o	P	cell	Bosch D-H	Bosch	stock	Pierce	Stmbg	1¼	g	d-p	ind-c	u-j		14.00-1	chn	....
Metropolitan....	....	895	115	pr-s	....	p	34x4	35x4½	w-ov	....	s-f	....	r	r	3	....	4	3¾x4¼	29.00	b-l	T	cell	S-H	....	....	....	....	....	..	d-d	sel	u-m	..	6.00-1	b	14⅞x2
Metz....25	800	500	108	....	....	....	31x3½	31x3½	....	own	....	....	b	r	..	own	4	3⅞x4	....	....	T	....	Dixie	Delco	Stock	....	A-W-T	1	..	d	I-C	....		....	chn	....
M. H. C....	1,800	1,050	148	....	....	....	34x4½	34x4½	....	....	f-f	....	....	....	..	....	6	3¼x4½	....	....	P	....	Delco	....	....	....	Stmbg		..	d	sel	....		....	worm	....
M. H. C....	2,000	1,250	148	....	....	....	36x4½	36x4½	....	....	f-f	....	....	....	..	....	6	3½x5	....	....	P	....	Delco	....	....	....	Stmbg		..	d	sel	....		....	worm	....
Moon....A	1,000	850	125	....	....	....	33x4	33x4	....	Sheldon	f-f	....	....	....	..	Cont	4	3¼x5	....	....	P	....	Bosch	....	....	....	Stmbg	1¼	..	c	sel	....		....	b	2
Moon....B	3,000	1,600	140	pr-s	r	s	36x3½	36x4	w-ov	Sheldon	..	....	....	....	3	Cont	4	3¾ 5¼	22.50	b-h	G	z-z-t	Remy D	....	....	none	Stmbg	1¼	g	c	sel	u-;		....	chn	2
Moreland....	1,500	1,290	114	pr-s	s-f	p	34x4½	34x4½	w-sq	Timken	s-f	....	....	....	3	Cont	4	3½x5	19.60	b-r	T	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	5.80-1	worm	13x2
Moreland....15-D	2,000	1,500	126	pr-s	s-f	s	34x3½	34x4	w-sq	Timken	s-f	....	....	....	3	Cont	4	3¾x5	22.50	b-r	T	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	6.00-1	worm	16x3½
Moreland....15-B	3,000	2,100	126	pr-s	s-f	s	34x3½	34x5	w-sq	Timken	s-f	....	....	....	3	Cont	4	4⅛x5¼	27.30	b-l	P	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1¼	g	d	sel	u-m	3	7.00-1	worm	10x3½
Moreland....15-C	5,000	2,750	144	pr-s	s-f	s	34x4	34x4d	w-sq	Timken	f-f	....	....	....	3	Cont	4	4½x5½	32.50	2-l	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	u-m	4	6.80-1	worm	16x3¼
Moreland....15-G	8,000	3,600	162	pr-s	s-f	s	36x5	38x5d	w-sq	Timken	f-f	....	....	....	3	Cont	4	4¾x6¾	36.15	2-l	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	amid	4	7.80-1	worm	18x3¾
Moreland....16-J	10,000	4,250	192	pr-s	s-f	s	36x6	40x6d	s-tr	Timken	f-f	....	....	....	3	Cont	4	4¾x6¾	36.15	2-r	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	..	d	sel	amid	4	11.67-1	worm	24x4
Morton....	6,000	4,250	108	....	....	....	40x6	40x6	....	Timken	f-f	....	....	....	..	....	4	4¾x6¾	....	....	P	....	Dixie	....	....	....	Carter		..	d	sel	....		....	worm	....
Nelson & LeMoon..E1	2,000	1,700	opt	r-c	r	s	36x3	36x4	w-sq	Timken	....	r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	sq-t	Bosch S	....	125.00	Mon	Ray	1¼	..	d-d	sel	u-m		6.75-1	worm	....
Nelson & LeMoon..E2	4,000	2,250	opt	r-c	r	s	36x4	36x7	w-sq	Timken	....	r	r	r	3	Cont	4	4 x5¼	27.20	b-l	P	sq-t	Bosch P	....	125.00	Mon	Ray	1¼	..	d-d	sel	u-m		8.75-1	worm	....
Nelson & LeMoon..E3	6,000	3,100	opt	r-c	r	s	36x5	38x5d	w-sq	Timken	....	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch S-A	....	125.00	Mon	Ray	1¼	..	d-d	sel	u-m		8.75-1	worm	....
Nelson & LeMoon..E5	10,000	4,200	opt	r-c	r	s	36x6	40x6d	w-sq	Timken	....	r	r	r	3	Cont	4		....	....	....	....	....	....	125.00	....	....	1¼	....	....	....	....	....	....	....	....
Netco....D	4,000	2,450	144	pr-s	r	s	36x4	36x6	w-sq	Timken	f-f	....	....	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F	G & D	200.00	none	Zenith	1¼	g	d-d	sel	u-m		8.50-1	worm	2¾
Netco....E	4,000	2,650	144	pr-s	s-f	s	36x4	36x5	w-sq	Timken	f-f	....	....	....	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	G & D D-H	G & D	200.00	none	Zenith	1½	g	d-d	prog	u-m		8.50-1	worm	3
New York....M	3,000	2,200	144	r-c	s-f	s	36x3½	36x5	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F	....		Pierce	Stmbg		g	d-p	ind-c	u-m		7.75-1	worm	....
Niles....B	2,000	1,175	124	pr-s	flex	p	35x5	35x5	w-ov	....	....	....	....	....	3	....	4	3½x5	19.61	b-l	T	sq-t	Eism S-H	....	....	Pierce	Stmbg		g	d-d	sel	u-m		6.50-1	worm	....
Niles....E	4,000	1,875	140	pr-s	flex	s	36x4	36x7	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	z-z-t	Eism S-H	....	....	Pierce	Stmbg		g	d-p	sel	amid		8.50-1	worm	....
Northwestern....	3,000	2,150	140	....	....	....	34x3½	36x6	....	....	....	½-f	....	....	..	....	4	4⅛x5¼	....	....	P	....	Bosch	....	....	....	Stmbg		..	c	sel	....		....	worm	....
Old Hickory....	1,250	825	112	r-c	s-f	p	33x4	33x4	w-ov	Salis	s-f	b	b	r	2	Lycmg	4	3¼x5	16.92	b-r	T	cell	Conn S-H	Dyneto	stock	....	Carter	1	g	c	sel	u-m		6.00-1	b	2x14
Old Reliable....	3,000	1,950	150	pr-s	s-f	s	34x3	36x6	w-sq	....	....	....	....	....	3	....	4	3¾x5	22.50	b-l	P	sq-t	Bosch S-H	....	stock	....	Stmbg		g	d-d	sel	u-m		7.75-1	worm	....
Old Reliable....	4,000	2,450	150	r-c	s-f	s	34x4	36x4d	w-sq	....	....	....	....	....	4	....	4	4 x6	25.60	b-l	P	sq-t	Bosch S-H	....	stock	Dup	Stmbg		g	d-d	sel	u-m		7.75-1	worm	....
Old Reliable....	5,000	2,750	....	r-c	r	s	34x4	36x4d	w-sq	....	....	....	....	....	3	....	4	4¼x5	29.00	2-o	P	sq-t	Bosch S-H	....	....	....	Stmbg		g	o-d	sel	u-j		....	chn	....
Old Reliable....	6,000	3,250	150	r-c	s-f	s	34x5	36x5d	w-sq	....	....	....	....	....	4	....	4	4¼x6	29.00	b-l	P	sq-t	Bosch S-H	....	stock	Dup	Stmbg		v	d-d	sel	u-m		8.75-1	worm	....
Old Reliable....	8,000	3,750	....	r-c	s-f	s	36x5	40x5d	w-sq	....	....	....	....	....	3	....	4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H	....	stock	Dup	Stmbg		v	d-d	sel	amid		8.75-1	worm	....
Old Reliable....	8,000	3,750	....	r-c	....	s	36x6	36x6d	w-sq	....	....	....	....	....	3	....	4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H	....	stock	....	Stmbg		g	o-d	sel	amid		....	chn	....
Old Reliable....	10,000	4,500	150	r-c	r	s	36x6	36x6d	w-sq	....	....	....	....	....	3	....	4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H	....	stock	Dup	Stmbg		g	o-d	sel	amid		....	chn	....
Old Reliable....	14,000	5,000	150	r-c	r	s	36x6	40x7d	w-sq	....	....	....	....	....	2	....	4	5-1/10x5¾	41.62	2-o	P	sq-t	Bosch S-H	....	stock	Dup	Stmbg		g	o-d	sel	u-j		....	chn	....
Overland....75-B	800	625c	104	pr-s	....	p	31x4	31x4	w-ov	....	....	....	....	....	2	....	4	3⅝x5	18.21	b-r	T	cell	Bat H	....	stock	none	....		g	c	sel	u-x		....	b	....
Overland....	1,200	725	106	pr-s	....	p	33x4½	33x4½	w-ov	....	....	....	....	....	5	....	4	4⅛x5½	27.20	b-r	T	cell	Dixie H	....	stock	none	....		g	c	sel	u-x		....	b	....
Packard....1-E	2,000	2,350	126	r-c	s-f	s	34x3½	34x6	w-sq	....	....	....	....	....	3	....	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	....
Packard....1½-E	3,000	2,650	126	r-c	s-f	s	34x3½	34x3½d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	....
Packard....2-E	4,000	3,000	144	r-c	s-f	s	34x4	34x4d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	7.25-1	worm	....
Packard....3-E	6,000	3,600	156	r-c	s-f	s	36x5	36x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	9.00-1	worm	....
Packard....4-E	8,000	4,025	156	r-c	s-f	s	36x5	40x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	10.00-1	worm	....
Packard....5E	10,000	4,550	156	r-c	s-f	s	36x6	40x6d	St-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	P	d-d	sel	amid	4	10.66-1	worm	....
Packard....6E	12,000	4,800	156	r-c	s-f	s	36x6	46x7d	st-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	1	10.66-1	worm	....
Packet....	600	325	100	pr-s	r	p	28x3	28x3	w-ov	own	d	b	b	b	2	own	4	2¾x4	12.08	b-r	T	fin	At-K S-A	....	....	none	Carter	1	g	c	fric	u-j		4.25-1	chn	1½x⅝
Palmer....	2,000	1,350	132½	pr-s	r	s	34x3½	34x4	w-sq	....	....	....	....	....	3	....	4	3¾x5	22.50	b-r	T	sq-t	Bosch S-F	....	....	none	Stmbg		g	d-d	sel	u-m		....	int-g	....
Palmer....	4,000	1,975	144	pr-s	r	s	36x3½	36x3½d	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F	....	....	Pierce	Stmbg		g	d-d	sel	u-m		7.75-1	worm	....
Palmer-Moore....K	1,500	1,150	106	pr-s	r	s	36x3	36x3½	w-ov	....	....	....	....	....	3	....	4	3½x5⅛	19.61	b-r	T	fin	Bosch S-A	opt	....	Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	....
Palmer-Moore....M	2,000	1,350	126	pr-s	r	s	36x3½	36x4	w-sq	....	....	....	....	....	3	....	4	3¾x5⅛	22.50	b-r	T	fin	Bosch S-A	opt	....	Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	....
Peerless....TC2	4,000	....	145	....	....	s	36x4	36x4d	....	Timken	f	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H	....	....	own	Stmbg	1½	..	c	sel	amid		6.00-1	worm	48x3½
Peerless....TC3	6,000	....	151	....	....	s	36x4	40x4d	....	own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H	....	....	own	Stmbg	1½	..	c	sel	u-j		7.45-1	chn	37x4
Peerless....TC4	8,000	....	151	....	....	s	36x5	40x5d	....	own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H	....	....	own	Stmbg	1½	..	c	sel	u-j		8.70-1	chn	37x4
Peerless....TC5	10,000	....	151	....	....	s	38x6	42x6d	....	won	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H	....	....	own	Stmbg	1½	..	c	sel	u-j		10.50-1	chn	37x4
Peerless....TC6	12,000	....	151	....	....	s	38x7	42x7d	....	own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H	....	....	own	Stmbg	1½	..	c	sel	u-j		10.50-1	chn	37x4
Pennsy....15	1,000	660	98	pr-s	....	p	30x3½	31x4	w-ov	....	....	....	....	....	2	....	4	4⅛x5½	27.20	b-r	T	fin	Dixie S-F	Dyneto	75.00	none	Zenith		g	d-d	sel	u-m		4.75-1	b	....
Pierce-Arrow....	4,000	3,000	150	pr-s	flex	s	36x4	36x4d	w-ov	own	w	b	....	b	3	own	4	4x5½	25.60	2-o	P	fin	Eism S-H	West	325.00	own	own		g	c	sel	amid	3	7.00-1	worm	3x18⅝
Pierce-Arrow....	10,000	4,500	168	pr-s	flex	s	36x5	40x6d	w-ov	own	w	b	....	b	3	own	4	4⅞x6	38.25	2-o	P	fin	Eism D-H	West	325.00	own	own		g	c	sel	amid	3	7.80-1	worm	4¾x18
Pullman....4-24	1,000	....	114	pr-s	s-f	p	31x4	31x4	w-ov	Peru	f-f	b	b	r	4	G-B-S	4	3¾x4¼	22.50	b-l	T	cell	Dixie S-H	Split	stock	none	Stmbg	1	g	o-d	sel	u-m		4.25-1	b	5/321¼
Rainier....	1,000	875	115	pr-s	r	p	33x4	33x4	w-sq	Timken	w	r	r	r	2	Light	4	3¼x4½	16.92	b-l	T	fin	Dixie S-H	Split	85.00	none	Carter	1⅛	g	d-p	sel	u-m		5.80-1	worm	⅝x2
Reo....F	1,500	1,000	120	pr-s	r	p	34x4½	34x4½	w-ov	....	....	....	....	....	3	....	4	4⅛x4½	27.20	2-r-h	P	fin	Remy S-H	Remy	stock	none	Johns		g	d-d	sel	amid		4.30-1	sp-b	....
Reo....J	4,000	1,650	146	pr-s	r	s	36x4	36x3½d	w-sq	....	....	....	....	....	3	....	4	4⅛x4½	27.20	2-r-b	P	fin	Nat D-H	....	....	own	Johns		g	d-d	sel	amid		8.70-1	chn	....
Republic....9	1,500	760	120	pr-s	flex	c	32x3	32x3½	w-sq	....	....	....	....	....	2	....	4	3¼x5	16.92	b-l	T	sq-t	Bosch S-F	Bosch	stock	Rugg	....		g	d-d	sel	u-m		5.36-1	int-g	....
Republic....10	2,000	1,095	124	pr-s	s-f	s	34x3	34x4	w-sq	....	....	....	....	....	3	....	4	3½x5	19.61	b-l	T	cell	Bosch S-F	Bosch	....	Rugg	Stmbg		g	d-d	sel	u-m		7.00-1	int-g	....
Republic....11	3,000	1,275	144	pr-s	s-f	s	34x3	34x5	w-sq	....	....	....	....	....	3	....	4	3¾x5	22.50	b-l	T	cell	Bosch S-F	Bosch	....	Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	....
Republic....12	4,000	1,675	144	pr-s	s-f	s	34x4	34x6	w-sq	....	....	....	....	....	3	....	4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch	....	Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	....
Republic....T	7,000	2,550	165	pr-s	s-f	s	36x5	36x5d	c-d	....	....	....	....	....	3	....	4	4¼x5½	29.00	b-l	P	cell	Bosch S-H	Bosch	....	Rugg	Stmbg		g	d-d	sel	u-m		11.00-1	int-g	....
Riker....	6,000	3,600	170	pr-s	r	s	36x5	36x5d	w-sq	own	f-f	....	....	....	5	own	4	4¼x6	29.00	2-o	P	fin	Bosch D-H	West	225.00	own	own		g	c	sel	amid		10.00-1	worm	....
Riker....	8,000	3,750	150	pr-s	r	s	36x5	36x6d	w-sq	own	f-f	....	....	....	5	own	4	4¼x6	29.00	2-o	P	fin	Bosch D-H	West	225.00	own	own		g	c	sel	amid		10.00-1	worm	....
Royal....	2,000	....	124	r-c	....	s	34x4	34x5	w-sq	....	....	....	....	....	3	....	4	3¼x5	16.92	b-l	P	cell	Bosch S-F	....	stock	Mon	Master		g	d-p	ind-c	amid		....	worm	....
Royal....	5,000	....	132	r-c	....	s	36x4½	36x6	w-sq	....	....	....	....	....	3	....	4	4 x6	25.60	b-l	P	cell	Bosch S-F	....	stock	Mon	Master		g	d-p	ind-c	amid		....	worm	....
Royal....	7,000	....	158	r-c	....	s	36x5	38x5d	w-ov	....	....	....	....	....	3	....	4	4¼x6	29.00	b-l	P	cell	Bosch S-F	....	stock	Mon	Master		g	d-p	ind-c	amid		....	worm	....
Royal....	10,000	....	168	r-c	....	s	36x6	40x6d	w-ov	....	....	....	....	....	3	....	4	4¾x5½	36.15	2-o	P	cell	Bosch S-F	....	stock	Mon	Master		g	o-d	ind-c	amid		....	worm	....
Royal....	12,000	....	158	r-c	....	s	36x6	40x6d	w-ov	....	....	....	....	....	3	....	4	5⅛x6	42.20	2-o	P	cell	Bosch S-F	....	....	Mon	Master		g	o-d	ind-c	amid		....	worm	....
Royal....	14,000	....	158	r-c	....	s	36x7	40x7d	w-ov	....	....	....	....	....	3	....	4	5¼x7	44.20	2-o	P	cell	Bosch S-F	....	....	Mon	Master		g	o-d	ind-c	amid		....	chn	....
Rush....D	1,000	735	105	pr-s	flex	p	31x4	31x4	w-ov	Rush	....	....	....	....	2	Lycmg	4	3¼x5	16.92	b-r	T	fin	Conn S-H	Split	stock	....	Carter	1	g	d-d	sel	u-m		4.42-1	b	1¾5/32
Sanford....O	2,000	1,290	120	pr-s	flex	p	34x4½	35x5	w-sq	Celfor	....	r	r	....	3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F	....	....	....	Scheb	1	g	d-d	sel	u-m		7.00-1	int-g	....
Sanford....R	3,000	1,370	138	pr-s	s-f	s	36x3½	36x4	w-sq	Celfor	....	r	r	....	3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F	....	....	....	Scheb	1	g	d-d	sel	u-m		8.99-1	int-g	....
Sanford....S	4,000	2,100	150	r-c	flex	s	36x4	36x7	w-sq	Celfor	....	r	r	....	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-F	....	....	Mon	Scheb	1¼	g	d-d	sel	u-m		9.00-1	int-g	....
Saurer....L	10,000	4,800	153	pr-s	s-f	s	36x5	42x5d	w-sq	....	....	....	....	....	3	....	4	4⅝x5½	34.28	2-o	P	cell	Bosch S-H	....	....	own	own		p	c	sel	u-j		15.85-1	chn	....
Saurer....M	13,000	5,800	156	pr-s	s-f	s	36x5	42x6d	w-sq	....	....	....	....	....	3	....	4	4⅝x5½	34.28	2-o	P	cell	Bosch S-H	....	....	own	own		p	c	sel	u-j		14.80-1	chn	....
Schacht....	3,000	2,650	138	....	....	....	38x3½	38x5	....	own	f-f	b	r	....	..	Buda	4	4¼x5½	....	....	P	....	Bosch	....	....	....	Scheb	1¼	..	c	sel	....		....	worm	17x3½
Schacht....	4,000	2,800	144	....	....	....	38x4	38x4	....	own	f-f	b	r	....	..	Buda	4	4¼x5½	....	....	P	....	Bosch	....	....	....	Scheb	1¼	..	c	sel	....		....	worm	17x3½
Schacht....	6,000	3,200	166	....	....	....	38x5	38x5	....	own	f-f	b	r	....	..	Buda	4	4¼x5½	....	....	P	....	Bosch	....	....	....	Scheb	1¼	..	c	sel	....		....	worm	17x3½
Schleicher....	6,000	3,500	150	r-c	r	s	34x4½	34x3½d	w-ov	....	....	....	....	....	3	....	4	4¼x5½	29.00	2-r	P	sq-t	Bosch D-H	....	....	opt	Stmbg		g	....	....	....		....	chn	....
Schleicher....	10,000	4,500	150	r-c	r	s	34x5	34x4d	w-ov	b b	b						4	5 x6	40.00	2-r	P	sq-t	Bosch D-H	....	....	....	Stmbg		g	c	sel	amid		5.00-1	chn	....
Selden....G	1,500	985	110	pr-s	s-f	p	32x3½	33x4	w-sq	Sheldon	....	b	r	b	2	LeRoi	4	3⅛x4½	15.64	b-r	T	sq-t	Eism S-F	Al-Ch	80.00	LeRoi	Scheb	1	g	d-d	sel	u-m		6.20-1	worm	33x1¾
Selden....TL	2,000	1,850	126	pr-s	s-f	s	34x3	34x4	w-sq	Timken	....	r	r	r	3	Cont	4	3½x5	19.61	b-r	T	sq-t	Bosch S-F	N-East	175.00	Pierce	Stmbg	1	g	d-d	sel	u-m		6.75-1	worm	54¼x3
Selden....JC	4,000	2,150	150	pr-s	s-f	s	36x4	36x6	w-sq	Russel	....	r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	sq-t	Bosch S-F	N-East	150.00	Pierce	Stmbg	1	g	d-d	sel	u-m		9.45-1	int-g	51x2

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM						TRANSMISSION						
				FRAME		TIRES																														
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost	Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	Clutch Type	Gearset Type and Location		Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
Selden JWL	4,000	2,350	150	pr-s	s-f	s	36x4	36x6	w-sq	Timken							4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F	N-East		Pierce	Stmbg	1	g	d-d	sel	u-m		9.25-1	worm	27x3½
Selden N	7,000	3,150	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken							4	4½x5½	32.40	2-l	P	sq-t	Eism S-H	N-East	175.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		10.33-1	o wm	33x3½
Service 120	2,000	1,425	137	pr-s	flex	s	34x3	34x4	w-sq	Timken		r	r	r	3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Bosch S-H	West	120.00	Pierce	Stmbg	1	v	d-d	sel	amid		7.00-1	worm	16x3¼
Service 130	3,000	2,100	150	pr-s	s-f	s	36x3½	35x5	w-sq	Timken		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1¼	g	d-p	sel	amid		7-75-1	worm	16x3¼
Service 140	4,000	2,350	160	pr-s	s-f	s	36x5	36x7	w-sq	Timken		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1¼	g	d-p	sel	amid		7.75-1	worm	16x3¼
Service 170	7,000	3,100	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken		r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1¼	g	d-p	sel	amid		8.75-1	worm	18x3½
Service 175	7,000	3,350	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken		r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1½	v	d-p	sel	amid		7.8-1	worm	18x3½
Service 200	10,000	4,150	171½	pr-s	s-f	s	36x6	40x6d	w-sq	Timken		r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Pierce	Stmbg	1½	v	d-p	sel	amid		11⅔-1	worm	24x4
Sheirdan	1,000	490	104				31x3½	31x3½			f-f						4	3⅛x4			T		Bosch				Carter			d	sel				b	
Signal F	2,000	1,550	144	pr-s	s-f	s	34x3	36x4	w-sq						3		4	3¾x5¼	22.50	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Signal H	3,000	1,800	144	pr-s	s-f	s	34x3½	36x5	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		8.50-1	worm	
Signal J	4,000	2,100	150	pr-s	s-f	s	34x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		9.25-1	worm	
Signal M	7,000	3,000	168	pr-s	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		10.33-1	worm	
Signal R	10,000	4,000	180	pr-s	s-f	s	36x6	40x6d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	amid		13.66-1	worm	
Standard 70	4,000	2,000	140			s	36x4	36x6							3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-A			Mon	Scheb			c	sel	amid		7.75-1	worm	
Standard 60	7,000	2,850	144			s	36x5	36x5d							3		4	4½x5¼	32.40	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel	u-m		10.33-1	worm	
Standard 40	8,000	3,025	144			s	36x5	36x5d							3		4	4½x5¼	32.40	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel	u-m		9.50-1	chn	
Standard 50	10,000	3,400	144			s	36x5	40x6d							3		4	4¼x5¼	29.00	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel	u-m		13.00-1	worm	
Steele C	4,000	2,250	115	r-c	s-f	s	38x5	40x4d	c-cr						3		4	4⅛x5¼	27.20	b-r	P	cell	At-K S-A	Carlton	stock	own	Stmbg			o-d	ind-c	u-j		9.51-1	chn	
Steele B	6,000	3,000	127	r-c	s-f	s	38x6	40x5d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c	u-j		9.21-1	chn	
Steele BA	8,000	3,500	127	r-c	s-f	s	38x6	40x5d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c	u-j		9.21-1	chn	
Steele A	10,000	4,000	127	r-c	s-f	s	38x7	40x6d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c	u-j		9.58-1	chn	
Stegeman	3,000	1,900	150	pr-s	flex	s	34x3½	36x5	w-sq	own		r	r	r		Cont	6	3¼x4½	25.39	b-l	P	sq-t	West S-A	West	stock	Pierce	Ray		g	d-d	sel	u-m		7.75-1	worm	2½x10½
Stegeman	5,000	2,500	144	pr-s	flex	s	34x4	36x4d	w-sq	own		r	r	r		Cont	6	3½x5¼	29.45	b-l	P	fin	West S-A	West	stock	Pierce	Ray		g	d-d	sel	u-m		9.25-1	worm	2½x10½
Stegeman	7,000	3,000	156	pr-s	flex	s	36x4	40x5d	w-sq	own		r	r	r		Cont	6	3¾x5¼	33.75	2-l	P	fin	West S-A	West	stock	Pierce	Ray		g	d-d	sel	u-m		10.33-1	worm	2½x10½
Stegeman	10,000	4,000	170	pr-s	flex	s	36x5	40x6d	w-sq	own		r	r	r		Cont	6	3¾x5¼	33.75	2-l	P	fin	West S-A	West	stock	Pierce	Ray		g	d-d	sel	u-m		11.00-1	worm	2½x10½
Sterling	5,000	2,800	156	pr-s	r	s	36x4	36x4d	w-sq	Sheldon		r	r	r	3	Wauk	9	4¼x5¾	29.00	2-r	P	fin	Eism S-A		35.00	Wauk	Holley		g	d-d	sel	u-m		7.70-1	worm	
Sterling	7,000	3,400	158	pr-s	r	s	36x5	36x5d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¼x5¾	29.00	2-r	P	fin	Eism S-A		35.00	Wauk			g	d-d	sel	u-m		8.75-1	worm	
Sterling	10,000	4,500	168	pr-s		s	36x5	40x6d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¾x6¾	36.15	2-r	P	fin	Eism D-H		35.00	Wauk	Holley		g	d-d	sel	amid		8.75-1	worm	
Sterling	14,000	4,750	168	pr-s		s	36x6	40x7d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¾x6¾	36.15	2-o	P	fin	Eism D-H		35.00	Wauk			g	d-d	sel	amid		11.67-1	chn	
Stewart 6	1,500	795	110	pr-s	s-f	p	32x4	32x4	w-ov						2	Ster	4	3 x4¼	14.40	b-l-b	T	fin	Dixie S-F			none	Zenith		g	d-p	sel	u-m		6.00-1	int-g	
Stewart 3	2,000	1,390	118	pr-s	s-f	p	34x4½	34x4½	w-ov						3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F			none	Zenith		g	d-p	sel	u-m		6.00-1	int-g	
Stewart 4	2,500	1,485	140	pr-s	s-f	s	34x3½	34x5	w-sq						3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F			none	Zenith		g	d-p	sel	u-m		7.00-1	int-g	
Studebaker SF	1,000	785	112	pr-s	r	p	34x4	34x4	w-ov						3		4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel	u-x		4.60-1	b	
Studebaker 7	2,000	1,100	125	pr-s	r	p	35x5	35x5	w-ov						3		4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel	u-x		5.00-1	b	
Sullivan G	3,000	1,600	129	r-c	s-f	s	36x3	36x4	w-sq						3		4	3¾x4½	22.50	b-r	T	fin	Bosch S-F				Holley		g	c	sel	u-j		8.50-1	chn	
Sullivan E	4,000	2,250	150	pr-s	s-f	s	36x4	36x6	w-sq						3		4	4⅛x5½	27.20	b-r	P	fin	Bosch S-F				Holley		v	d-d	sel	u-m		9.25-1	worm	
Superior A	2,000	1,350	124	pr-s		s	34x3½	34x4	w-sq						3		4	3½x5	19.61	b-h	T	sq-t	Eism S-F			Mon	Stmbg		v	d-d	sel	u-m		7.00-1	int-g	
Superior C	4,000	1,800	144	pr-s		s	36x4	36x6	w-sq						3		4	3¾x5	22.50	b-h	G	sq-t	Eism S-F			Mon	Stmbg		v	d-d	sel	u-m		9.00-1	int-g	
Thomas 40	5,000	2,700	150	pr-s	s-f	s	34x4	34x4d	w-sq						3		4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch	stock	Dup	Bergen		g	d-d	sel	u-m		8.50-1	worm	
Tiffin A	1,500	1,190	110	pr-s	flex	p	35x4½	35x4½	w-ov	Russel		b	b	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H		100.00	none	Scheb	1	g	c	sel	u-m		6.80-1	int-g	
Tiffin AW	2,000	1,450	112	pr-s	flex	s	34x3	34x4	w-sq	Sheldon		b	r	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H		100.00	Pierce	Scheb	1	g	d-d	sel	u-m		6.50-1	worm	
Tiffin GW	3,000	1,790	135	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon		b	r	b	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	d-d	sel	u-m		8.60-1	worm	
Tiffin MC	5,000	2,360	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	d	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	c	sel	amid		8.80-1	chn	
Tiffin MW	5,000	2,500	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken		r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	c	sel	amid		7.75-1	worm	
Tiffin RW	10,000	4,250	168	r-I	s-f	s	36x5	40x5d	w-sq	Sheldon		r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel	amid		11.70-1	worm	
Tiffin SW	12,000	4,550	168	r-I	s-f	s	36x6	40x6d	w-sq	Sheldon		r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel	amid		11.70-1	worm	
Transport Tractor T	10,000	2,500	80	r-c	r	s	34x3½	34x4d	w-ov						3		4	3½x5⅛	19.61	b-r	T	cell	Bosch S-F				Zenith	1	g	d-d	sel	u-m			worm	
Union B	5,000	1,875	150	pr-s	flex	s	39x4	39x6	w-sq	Russel		b-r	r	r	4	Wisc	4	4 x6	25.60	b-l	P	fin				none	Scheb	1¼	g	o-d	sel	u-m		7.75-1	int-g	2
United BSW	4,000	2,250	144	r-c	r	s	36x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	opt		Mon	Stmbg		g	d-d	sel	u-m		8.66-1	worm	
United CSW	7,000	2,900	144	r-c	r	s	36x5	36x5d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Eism S-H	opt		Mon	Stmbg		g	d-d	sel	u-m		8.75-1	worm	
United DSW	8,000	3,300	144	r-c	r	s	36x5	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P	cell	Eism S-H	opt		Mon	Stmbg		g	d-d	sel	u-m		8.75-1	worm	
United ESW	10,000	3,900	144	r-c	r	s	36x6	40x6d	c-cr						3		4	5-1/10x5½	41.62	2-o	P	fin	Eism S-H	opt	200.00	Pierce	Stmbg		g	d-d	sel	u-m		11.75-1	worm	
U. S. E	5,000	2,500	144	r-c	s-f	s	34x3½	36x3½d	w-sq				r		3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		8.16-1	chn	
U. S. H	5,000	2,800	144	r-c	s-f	s	34x4	36x4d	w-sq				r		3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		8.66-1	worm	
U. S. D	7,000	3,200	144	r-c	s-f	s	34x5	36x5d	w-sq				r		3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		8.01-1	chn	
U. S. J	7,000	3,500	162	r-c	s-f	s	36x5	40x5d	w-sq				r		3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		11.70-1	worm	
U. S. K	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-sq				r		3		4	4¾x6¾	36.15	2-l	D	sq-t	Bosch D-H			Wauk	Stmbg		g	c	ind-c	amid		8.75-1	worm	
Universal G	3,000	1,950	133	r-c	r	s	34x3½	34x5	w-ov	Universl	f-f	r	r	r	3	Buda	4	3¾x5¼	22.50	b-r	T	fin	Eism	opt			Zenith	1	g	d-d	sel	u-m		7.25-1	worm	2x14½
Universal D	4,000	2,800	132	r-c	r	s	36x4	36x4d	w-ov	Universl	d	r	r	r	3	Buda	4	4½x5½	29.86	2-l	P	fin	Eism	opt.			Heath	1¼	g	d-d	sel	amid		9.16-1	chn	3x30
Universal A	6,000	3,400	132	r-I	r	s	36x5	36x5d	w-ov	Universl	d	r	r	r	3	Buda	4	4½x5½	29.86	2-o	P	fin	Eism D-H	opt			Heath	1¼	g	d-d	sel	amid		10.29-1	chn	3x30
Velie 25	4,000	2,250	150	pr-s	flex	s	36x4	36x3½d	w-sq	Timken					3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	Remy	120.00	Pierce	Stmbg	1¼	v	d-p	sel	amid		6.00-1	worm	3¼x16
Velie 26	7,000	3,350	172	pr-s	flex	s	36x5	40x5d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H			Pierce	Stmbg	1¼	c	d-p	sel	amid		10.30-1	worm	4x18
Vim 20	1,000	665	102	pr-s		p	31x4	31x4							3		4	3 x4½	14.40	b-r	T	fin	Dixie				Zenith			c	sel	u-m		5.25-1	b	
Walter C	7,000	4,200	132	pr-s	flex	s	40x6	40x6	c-d						3		4	4⅜x6	30.65	b-l	P	fin	Eism S-A				H & N		g	c	sel	u-m		8.50-1	ext-g	
Walter B	15,000	4,750	162	pr-s	flex	s	36x6	40x6	c-hol						3		4	4⅜x6	30.65	b-l	P	fin	Eism S-F				H & N		g	c	sel	u-m		7.85-1	ext-g	
Watson Tractor	10,000	4,050	80	r-c	flex	s	34x4	36x5d	w-sq	Timken		r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch D-H			Pierce	Zenith		g	d-d	sel	u-m		10.30-1	worm	3½x18
White GBBE	1,500	2,300	133½	pr-s		p	34x4½	34x4½	w-ov	own	s-f	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H		extra		own		g	o-p	sel	amid			b	
White TBC	3,000	3,300	145½	pr-s		p	36x4½	36x4½d	w-ov	own	s-f	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H		extra		own		g	o-p	sel	amid			red	
White TAD	6,000	4,000	163	r-I	r	s	36x5	40x5d	c-x	own	d	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H				own		g	o-p	sel	amid			chn	
White TCD	10,000	5,000	169	r-I		s	36x5	40x6d	c-x	own	d	b	b	b	3	own	4	4¼x6⅝	29.00	b-r	P	cell	Eism S-H				own		g	o-p	sel	amid			chn	
Wichita A	2,000	1,650	110	pr-s	s-f	s	34x3	34x4	w-sq						2		4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00		Stmbg		g	c	sel	u-j		7.32-1	chn	
Wichita K	2,000	1,650	118	pr-s	s-f	s	36x3	36x4	w-sq						2		4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00		Stmbg		g	c	sel	amid		7.80-1	worm	
Wichita L	3,000	1,800	118	pr-s	s-f	s	36x3	36x5	w-sq						2		4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	none	Stmbg		g	c	sel	amid		8.66-1	worm	
Wichita B	4,000	2,100	118	pr-s	s-f	s	34x3½	34x6	w-sq						2		4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	none	Stmbg		g	c	sel	u-j		8.24-1	chn	
Wichita R	5,000	2,350	144	pr-s	s-f	s	36x4	36x7	w-sq						3		4	3¾x5¼	22.50	b-r	P	cell	Bosch S-H	West	125.00	Wauk	Stmbg		g	c	sel	amid		8.75-1	worm	
Wichita O	7,000	3,250	165	pr-s	s-f	s	36x5	36x5d	w-sq						3		4	4½x5¾	32.40	2-l	P	cell	Bosch S-H	West	150.00	Wauk	Stmbg		g	c	sel	amid		11.75-1	worm	
Wichita Q	10,000	3,850	165	pr-s	s-f	s	38x6	38x6d	w-sq						3		4	4½x5¾	32.40	2-l	P	cell	Bosch S-H	West	150.00	Wauk	Stmbg		g	c	sel	amid		11.75-1	worm	
Wilcox S	2,000	1,600	128	pr-s	r	p	35x5	35x5	w-ov						3		4	4¾x5	22.50	b-r	T	cell	Bosch S-H		stock	Pierce	Ray		g	d-d	sel	u-m		6.50-1	worm	
Wilcox R	3,000	1,800	134	pr-s	r	s	36x4	36x5	w-ov						3		4	4¼x5	29.00	2-r	P	cell	Bosch S-H		stock	Pierce	Ray		g	c	sel	amid		7.70-1	worm	

Wilcox.........Q	4,000	2,000	150	pr-s	r	s	36x4	36x3½d	w-ov	....	....	....	....	....	3	....	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	....	stock	Pierce	Ray		g	c	sel	amid		8.60-1	worm	....
Wilcox.........P	7,000	2,900	154	pr-s	r	s	36x5	36x5d	w-ov	....	....	....	....	....	3	....	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	....	stock	Pierce	Ray		g	c	sel	amid		11.70-1	worm	....
Wilson.........E	4,000	2,350	144	r-c	s-f	s	36x4	36x4d	w-ov	Sheldon	....	r	r	b	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F	....	....	Pierce	Marvel	1¼	g	c	sel	amid		8.60-1	worm	18x2¼
Winther.........47	4,000	2,400	144	c	....	s	34x4	36x4d	c	....	d	....	r	....	4	Wisc	4	3¾x5	22.50	b-l	P	cell	Eism	....	125.00	....	Master	....	..	d-p	....	amid	3	....	int-g	....
Winther.........67	6,000	3,200	144	c	....	s	36x4	36x5d	c	....	d	....	r	....	4	Wisc	4	4 x6	25.60	b-l	P	cell	Eism	....	150.00	....	Master	....	..	d-p	....	amid	3	....	int-g	....
Winther.........87	8,000	3,800	144	c	....	s	36x5	40x5d	c	....	d	....	r	....	4	Wisc	4	4¼x6	28.90	b-l	P	cell	Eism	....	150.00	....	Master	....	..	d-p	....	amid	3	....	int-g	....
Winther.........127	12,000	4,600	156	c	....	s	36x6	40x6d	c	....	d	....	r	....	4	Wisc	4	5⅛x6	42.03	b-l	P	cell	Eism	....	175.00	....	Master	....	..	d-p	....	amid	3	....	int-g	....
Wisconsin.........B	2,500	1,650	136	pr-s	s-f	s	34x3½	34x4	w-ov	....	....	....	....	....	3	....	4	3½x4	19.61	b-r	P	cell	Eism S-H	....	....	Wauk	Master		g	d-d	sel	u-m		7.75-1	worm	....
Wisconsin.........C	5,000	2,500	156	pr-s	s-f	s	36x4	36x6	w-ov	....	....	....	....	....	3	....	4	4 x5¾	25.60	2-r	P	cell	Eism S-H	....	....	Wauk	Master		g	d-d	sel	u-m		8.75-1	worm	....
Witt Will......WD16	2,000	2,000	120	pr-s	flex	s	36x3	36x4	w-sq	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-A	....	....	Pierce	Zenith		g	d-d	sel	u-m		....	worm	....
Witt Will......WD16	4,000	2,500	144	pr-s	flex	s	36x3½	36x7	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-A	....	....	Pierce	Zenith		g	d-d	sel	u-m		....	worm	....
W. S.........4	5,000	2,975	154	r-c	flex	s	36x6	36x6	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2	P	fin	Nat D-H	....	....	....	Zenith		g	o-d	....	u-m		....	wrm-4	....
Zeitler & Lamson.....	3,000	1,850	150	pr-s	s-f	s	36x3½	36x5	w-sq	....	....	....	....	....	3	....	4	4 x5	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		7.75-1	worm	....
Zeitler & Lamson.....	5,000	2,450	160	pr-s	s-f	s	36x4	36x7	w-sq	....	....	....	....	....	3	....	4	4 x6	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		8.75-1	worm	....
Zeitler & Lamson.....	7,000	3,150	170	r-c	s-f	s	36x5	40x5d	c-d	....	....	....	....	....	3	....	4	4¾x5½	36.15	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	amid		11.75-1	worm	....
Zeitler & Lamson.....	10,000	4,150	180	r-c	s-f	s	36x6	40x6d	c-d	....	....	....	....	....	3	....	4	5-1/10x5¼	41.62	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	amid		11.75-1	worm	....

STEAM CARS

	Capacity	Price	Wheel Base	Size of Tires	Spring	Brake Banding	H. P. of Engine	Bore and Stroke in Inches	Boiler Diameter inches	Water Capacity
Stanley................	2,500	2,400	136	36x5	F-F	16x2¾	30	4½x6½	26‡	50 miles

Association Items

AUTOMOBILE CALENDAR

Spokane, Wash.—Interstate Fair, Sept. 2-9.

Milwaukee, Wis.—Milwaukee Show, State Park Fair, West Allis, Sept. 9-15.

Milwaukee, Wis.—Fal Show, Wisconsin State Fair, West Allis, Milwaukee Automobile Dealers, Sept. 9-15.

Hot Springs, Va.—Summer Meeting National Association of Automobile Accessory Jobbers, Homestead Hotel, June 4, 5, 6.

The summer meeting of the Society of Automotive Engineers scheduled to be held in Washington, D. C., on June 25, will be a 2-day session, instead of a 1-day session as first reported. Monday, June 25, and Tuesday, June 26, will be devoted to the work. The change in arrangements followed a two-day conference of several members of the council of the society.

At a meeting of the Detroit Athletic Club, of Detroit, a local organization of purchasing agents was formed, which is to be affiliated with the National Association of Purchasing Agents. The officers of the governing board of the local section are as follows: C. A. Woodruff, Chalmers chairman; J. H. Main, Cadillac; F. H. Masonville, Timken; H. H. V'ot, Continental, George Berridge, Parke-Davis; T. F. Thornton, Detroit Steel Products, and H. Hawk, Willys-Overland. The nucleus of the new organization is largely composed of men in the automobile and allied industries. It is purposed to immediately expend this into an organization that will cover all fields. The meeting was given by J. Edward Schipper, technical editor of the *Automobile,* who has been occupied during the last month in promoting the local organization.

C. C. Hinkley, chairman of the Detroit section, Society of Automotive Engineers, has appointed Professor Walter T. Fishleigh, chairman of the professional division, and has appointed also an industrial research committee. There are five divisions to this committee, including the chemical and metallurgical research division, with R. H. Sherry, of the General Motors Company, chairman; laboratory and testing division, with F. M. Holden, of the Cadillac, chairman; inspection division, with H. M. Jerome, of the Chalmers, chairman, and the planning and mechanical efficiency division, with George E. McMullen, of the Timken-Detroit Axle Company, as chairman. There is also a body design division, with Paul E. Kelecam, of the Cadillac Company, as chairman.

It is proposed to hold a patriotic meeting of the Detroit section, Society of Automotive Engineers, some time in May. The plans have not been definitely decided upon. It is proposed to bring on a speaker from Washington, one who is in close touch with the government. He will tell automobile men of Detroit what may best be done to serve the country in war time. The date will probably be May 24.

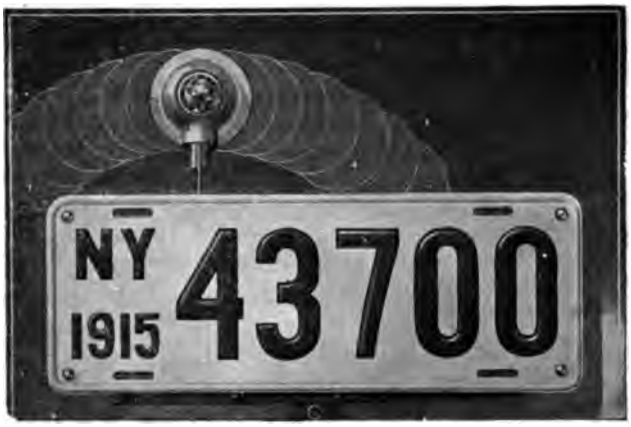
A great recent development on the Pacific coast has been in the export field. This has increased at a tremendous rate due to the international situation. Goods for the far east, the western coast of South America, and Australia, are being shipped in large quantities.

Fractor Bulb Attachment

To deflect the rays without dimming the light is the object of the Fractor bulb attachment offered by the Crew Levick Co., Philadelphia, Pa. Fractors consist of prismatic glass attachments to be placed under the bulbs, deflecting the beams of light before they reach the reflector. A direction straight ahead and slightly downward is thus given while using the original plain glass lenses, which the company claims, assures full illumination without loss through dimming or too wide scattering. A brilliant beam is thrown on the road, without producing a blinding glare. Attachment is simple and secure and in the standard size will fit most headlights.

Nafra Warning Signal

A new signal for the rear of the car known as the Nafra warning signal is being placed on the market by the Nafra Co., of 120 Broadway, New York City. This signal is mechanical throughout and most of its parts are made of stamped out metal. It is operated by a wire running through a flexible tube. This allows the signal being placed in any position on the rear of the car that is most convenient. The movement of the inner flexible wire necessary to operate the signal is ¾ of an inch. The wire is attached to the foot brake of the car so that the signal operates when the brake is applied.



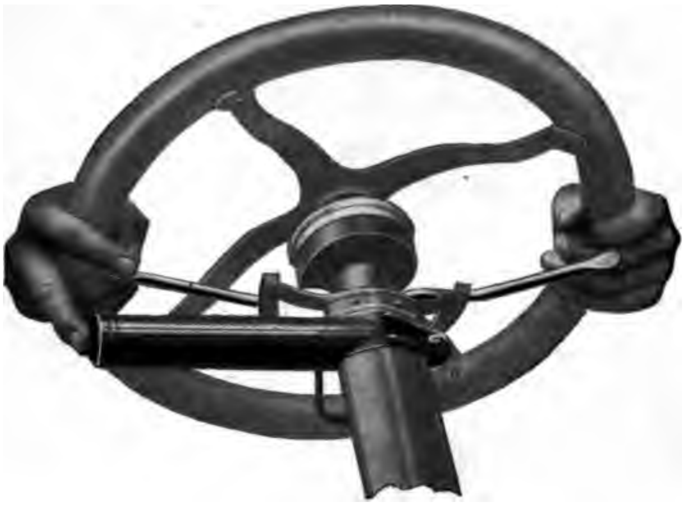
As the foot brake rods on different cars have movements varying from ½ inch up to 2 inches, a lever arm designed to fasten permanently under the car is furnished, which allows for adjustments to take care of a movement greater or smaller than ¾ of an inch.

The parts are all interchangeable. The arms, for example, can be removed and replaced without detaching the signal from the car.

The red disc which contains the electric lamp can be readily removed and is so made that it can be taken off and reversed. This allows the signal to be placed on a car with the arm swinging either to the left or right, as desired.

Seng Horn Button

The Seng horn button for Ford cars can be installed quickly below the steering wheel on the steering post. The black enamel projector incloses the wiring and brings the signal button out where it can be touched without removing the hand from the wheel. To attach, it is only necessary to tighten one screw and connect the wiring from the switch to the wire on the old button. The device is manufactured by the Seng Auto Device Co., 1305 Michigan avenue, Chicago, Ill.

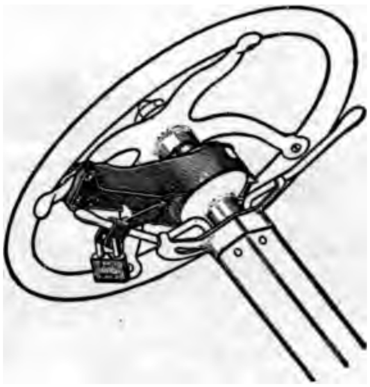


Duplex Foldable Pails

Duplex foldable automobile pails are offered by the Planet Co., Westfield, Mass. The pail has a splash guard, strainer and spout, which makes it possible to take water from any lake or stream and put it directly into the radiator, as no dirt will pass through the strainer. The outfit is made of heavy waterproof canvas. It can be carried folded flat under the seat cushion or folded double in the tool box. The metal parts are made of rust-proof spring steel. The 6 quart size is 10 inches in diameter and 7½ inches deep. It folds to 10¼ by 6 by 2¼ inches. The 10 quart size is 11 inches in diameter and 9½ inches in depth, and folds to 13¼ by 6 by 2½ inches.

Bunker Safety Lock

A new accessory for Ford cars known as the Bunker steering controller and safety lock is being placed on the market by the Triumph Mfg. Co., Kansas City, Mo. It is claimed to take the jar out of the steering wheel and to relieve the strain on the arms of the driver. It is easily adjusted and does not collect dirt or grease. The lock is of subsantial construction and is nicely finished.



Sanitax Brush

Sanitax fountain automobile brushes are being placed on the market by the Sanitax Brush Co., 2,333 So. Wabash avenue, Chicago, Ill. Simplicity is a feature of the brush there being but two parts, the brush spray nozzle and grip, and the flexible brush coil. The brush coil is interchangeable so that it can be replaced if necessary. The 13-inch spray nozzle is of unique, rifle barrel shape, plated, and is said to be made to withstand the highest possible hydraulic pressure. The needle spray perforations are made with accuracy to insure a steady, concentrated, spray. This spray penetrates through the brush coil to the surface of the car, or the brush can be removed and the spray can be applied direct, as preferred. The spray nozzle is made with a corrugated, black enameled handle or grip, and is easily adjusted to any garden or vacuum hose.

The flexible brush coil is made of standard black bristles, of proper stiffness, to remove hardened mud or gravel—yet soft enough to prevent scratching the finest surface. Bristles are twisted into a non-rustible spring coil, so that they cannot loosen or come out. Both the spray nozzle and brush coil fit and lock together and can be instantly separated.

When the car is coated with mud it is best to remove the brush from the spray nozzle and use the direct force of the spray. The brush then can be replaced and used in the usual way.

New Spillman Motor

To meet the demand for a rather low priced four-cylinder motor the Herschell-Spillman Co., of North Tonowanda, N. Y., is placing on the market the "Spillman 4," which is a new addition to the company's line of engines. This model has a bore of 3¼ inches and a stroke of 5 inches, and developes over 36 horsepower. It is of the conventional block L-head design and the crankshaft is supported on two main bearings. Thermo-syphon cooling is used and a combined force feed and splash oiling system furnishes the lubrication.

The upper half of the crankcase is cast integral with the cylinders and the lower half is made of semi-steel. Helical timing gears are provided for the camshaft drive. The valves have a clear diameter of 1-9/16 inches and a lift of 5/16 inches. Push rod bearings are of cast iron and the mushroom type of valve lifter is used. Provision is made on the right side of the bell housing for the installation of any S. A. E. standard starting motor. The magnito and generator are installed on brackets bolted on the right side of the motor.

Relio Oiler

Relio oilers are being placed on the market by the Brown Spring Oiler Co., Cleveland, Ohio. The new oiler works by surge and the physical law of capillarity.

The vibration and tossing of the car springs causes the oil in the reservoir to surge. A drop at a time escapes from ports and from there the oil is lead to the side of the springs and the leaves take it up by the aid of capillary attraction. As the car is moving the oil works between the leaves and, in so working, it softens, loosens and carries out the rust. The result, it is said, is that in a very short time even springs that have been neglected for a long time are restored to their highest efficiency.

More-Lite Lens

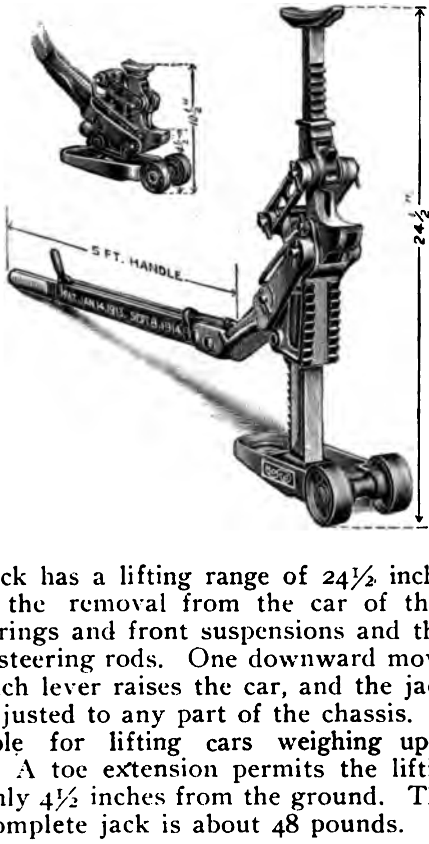
Broadly speaking, there are two ways proposed for control of headlights. One is by diffusion of light, the other by deflection.

The principle of the More-Lite lens manufactured by the L. E. Smith Glass Co., Mt. Pleasant, Pa., is to diffuse the light. The pattern or design is such that this lens can be pressed almost as thin as window glass, causing the least possible obstruction in the passing through of the rays of light, whereas, according to the company, the greater the thickenss of the lens, the greater the obstruction to the rays passing through.

These lenses are made in various sizes, ranging from 8 inches in diameter to 10¾ inches in diameter.

Excel Jack

The Excel Jack is offered by the Randall-Faichney Co., Inc., Boston, Mass. It is a heavy tool made to stand up under the continuous hard knocks of the garage and service station, and to meet the demand for a powerful outfit capable of doing heavy work. High-grade semi-steel castings and drop forgings are used in the construction wherever necessary.

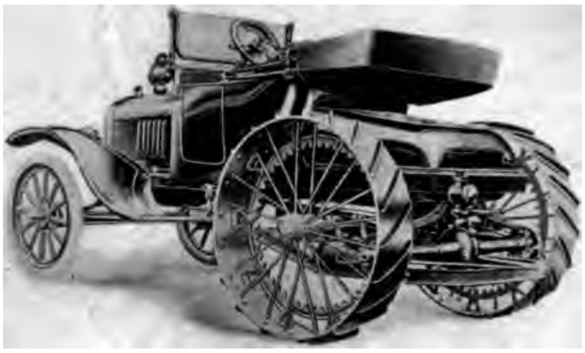


The jack has a lifting range of 24½ inches. This permits the removal from the car of the shackle bolts, springs and front suspensions and the adjustment of steering rods. One downward movement of the 50-inch lever raises the car, and the jack can be easily adjusted to any part of the chassis. The jack is suitable for lifting cars weighing up to 8,000 pounds. A toe extension permits the lifting of an object only 4½ inches from the ground. The weight of the complete jack is about 48 pounds.

Knickerbocker Form-A-Tractor

The Knickerbocker Form-A-Tractor unit, made to convert pleasure cars into tractors suitable for farm work, has recently been placed on the market by the Knickerbocker Motors, Inc., of 170 Broadway, New York City.

The gear reduction from engine to tractor wheels is 44 to 1. The maker states a Ford equipped with this unit will pull two 14-in. plows, mowers, reapers, drills, seeders, etc. The engine at 1½ to 3 m. p. h. tractor speed is working approximately as hard and making the same r. p. m. as the Ford car when it travels at 20 m. p. h. It is also stated the change from pleasure car to tractor can be made in 15 minutes. The wheelbase is but 84 in., which permits the turning about of the tractor in a 25-ft. circle.



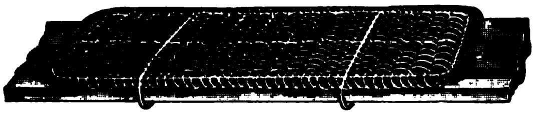
The converting unit weighs 650 lbs. and delivers 1,200 lbs. pull at the drawbar. A belt-driven water-circulating pump for the Ford car is furnished as part of the regular equipment. The pivot frame bracket is a feature of this tractor unit, which enables the entire rear of the unit to swing in line with the universal joint on the car behind the transmission, thereby taking all strain from the frace of the car and throwing all twists and torsional strains on the attachment. Gears are of the roller type, self-cleaning. The cleats are detachable for road work. Sand lugs may also be substituted.

The frame is of channel steel. The road clearance is 13 in. The traction wheels are 10 x 42 in., 45 in. over the cleats. They are welded and hot riveted and have no nuts or screws to loosen.

This concern also makes a truck unit for converting used cars into short wheel-base trucks for use with a semi-trailer.

Sanitary Wire Mat

In wet weather mud is usually tracked into the car by the feet of the occupants and this not only makes dirty floors but also destroys the floor mats. To prevent this the Sanitary Wire Door Mat Co., of Chicago, Ill., is placing on the market a wire running board mat.



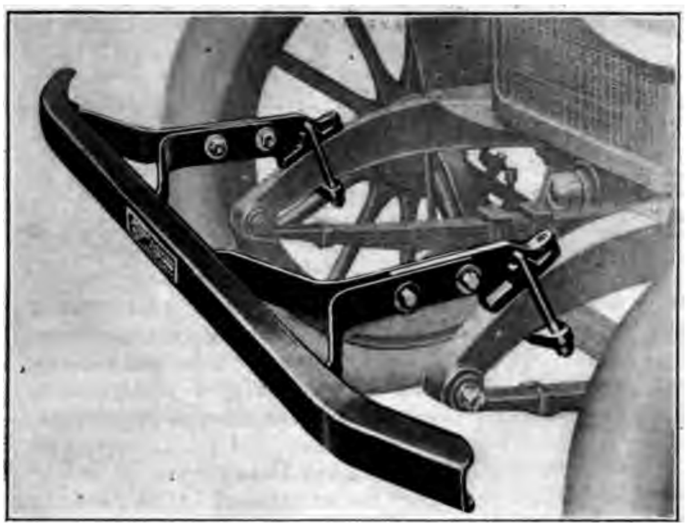
The size of the mat is 8½ inches wide by 18 inches long, with a thickness of ⅞ inch. The construction is such that the mud collected by the mat drys quickely and the vibration of the car tends to shake it out. By playing the hose on the mat for a minute, it is cleaned perfectly.

The border around the mat affords a means for removing mud, dirt, etc. from in front of the heel or side of the shoes. The mat clamps rigidly to running-board without the use of screws or bolts.

Stewart Autoguard

The Stewart Autoguard is a new bumper which is being placed on the market by the Stewart-Warner Speedometer Corp, of Chicago, Ill. The new bumper is very simple in design and employs a comparatively small number of parts. There are only five prime parts in its construction—viz., the Autoguard or channel bar, two springs, and two heads or frame connections. It combines lightness with great strength, and springiness.

The Autoguard bar or channel is manufactured from high carbon steel, scientifically heat treated. in a manner which is said to give the greatest rigidity and highest possible elastic limit. This steel is the same as is used in making railroad rails.



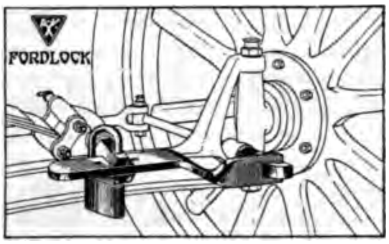
The shock absorbing members consist of full elliptic springs. These springs are made of high carbon spring steel, and have a very wide range of spring action. The Autoguard has a free range of spring action of approximately 3 inches.

The frame brackets or attaching members are universal and fit practically any make of car. These brackets are designed to permit adjusting the Autoguard so that the spring members project from the frame on a perfectly level plane. Provision is also made for adjusting the distance between the Autoguard and the wheels. Where a 36 inch wheel is used on the car, it is necessary for the channel bar to be located at a point farther away from the frame of the car than where a 34 inch wheel is used. This adjustment is taken care of by the brackets.

A-Y Lock for Ford Car

To prevent Ford cars from being stolen is the object of the A-Y locking device, offered by the Angsten-Koch Co., Chicago, Ill. To apply the lock to the car it is only necessary to remove the nut from the front of the spindle and attach in its place the forging with the recess in one side. This forging is threaded so that it will fit onto the bolt and take the place of the regular nut. The recess must be left in a position so that it faces the wheel. The second part of the lock, which is also a forging, is fastened on the radius rod instead of the regular nut. This forging, which is slotted, has a hole drilled through the slot, through which the locking bar is secured by a padlock. These two parts are then permanent fixtures on the car. The third part, which is the locking bar, is carried under the driver's seat or in the tonneau of the car, excepting when it is to be used, in which case it is hooked into the recess on the part fastened to the spindle and the opposite end is put into the slot of the part attached to radius rod, and then secured by the padlock in either the straight-ahead position or to the right or left position.

The Locking Rod is made of a heavy steel. It has three holes in it so that the car can be locked in any one of three positions, either with the wheels turned to the right or left, so that the car can be driven only a few feet, or straight ahead. The car could be moved in case of fire until some obstruction in its path was reached; then it must stop, for its course cannot be changed.



A-Y-On Hand Operated Horn

A very simple and durable mechanical hand operated automobile horn is being marketed by the Angsten-Koch Co., Chicago, Ill. It is operated by a slight pressure of the hand or arm on the knob of the plunger, and produces a loud, clear warning.

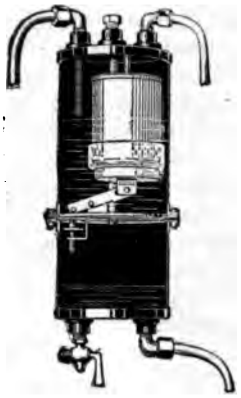
The mechanism of the horn is simple. There are no gears to wear or become out of order. A rack and small pinion are all that are used to drive the ratchet wheel. The slightest pressure on the plunger causes the ratchet wheel, which weighs nearly one pound, to revolve at a high speed. The axle is supported on hardened, highly finished cone bearings. The diaphragm, which is 4½ inches in diameter, is made of the best diaphragm steel, equipped with a hardened steel screw. The cup of the horn is 3 inches in diameter, the diaphragm 4½ inches, and the bell, which is 5 inches long, flares from 2 inches in diameter to 5 inches at the extreme end.

To fasten the horn to the car, all that is necessary is to remove the four small screws holding the bracket, and secure the bracket to the car with the two wood screws provided, then put the horn back on the bracket. When arranged in this manner the horn cannot vibrate or rattle.

Heco Vacuum Fuel System

The Heco vacuum fuel system manufactured by the Heinze Electric Co., of Lowell, Mass., is a gasoline feed system which is operated by suction from the intake manifold. The system is embodied in a small tank, preferably placed under the hood, and located between the main gasoline tank and the carburetor. The engine suction draws the fuel from the main gasoline tank to the tank, and from the tank the fuel flows by gravity to the carburetor.

The tank has an upper and a lower chamber. The upper chamber is the operating chamber, containing the control mechanism. The lower chamber is the distributing chamber, constantly feeding the carbureter. The upper chamber is connected by tubing to the main gasoline tank and to the intake manifold. The lower chamber is connected to the carburetor. There is a partition separating the chambers, to which both are bolted at their flanges. On this partition is mounted the valve mechanism. There is but one valve, and that is mechanically operated. This valve controls the connection between the upper chamber and lower chamber. It is connected to a lever, which in turn is operated by a float. When the float is down the valve is closed. An inverted cup is mounted in the upper chamber, and surrounds the float. This cup controls the positive action of the float by trapping and retaining suction by the action of the liquid which periodically seals its lower and open end; therefore, the name "liquid seal chamber." The lower chamber is connected to the atmosphere by a vent tube, which controls the gasoline level and maintains atmospheric pressure in this chamber. The upper chamber has no communication with the atmosphere except indirectly through the lower chamber, and then only when the valve has opened communication between the two.

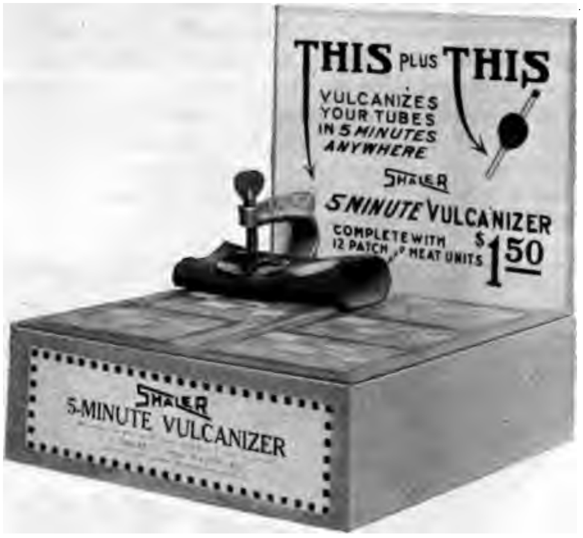


The operation follows: The tank being empty, the float will be down and the valve closed. A partial vacuum will then be caused by the intake suction in the upper chamber, and fuel will flow into that chamber. As the fuel level rises above the lower and open end of the inverted cup the upper chamber will become separated from the liquid seal chamber (inverted cup) by the liquid fuel forming a "liquid seal." Thereafter the fuel will rise higher in the upper chamber than in the liquid seal chamber; but when the level in the liquid seal chamber rises high enough to immerse the float and give it sufficient buoyancy to break open the valve, air will pass the valve from the lower chamber, bubble through the fuel in the upper chamber and thereby reduce the vacuum above the fuel. This increased pressure will force more fuel into the liquid seal chamber and thereby lift the float to its stop. The valve will then be wide open, allowing the fuel to drop to the lower chamber and at the same time allowing air to percolate through the fuel to allow for liquid displacement.

Shaler Display Carton

In the accompanying illustration is shown the unique display carton in which the Shaler 5-Minute Vulcanizer, manufactured by the C. A. Shaler Co., Waupun, Wis., is being supplied to dealers. It carries out the company's policy of demonstrating the article as well as attracting attention by an unusual method of display.

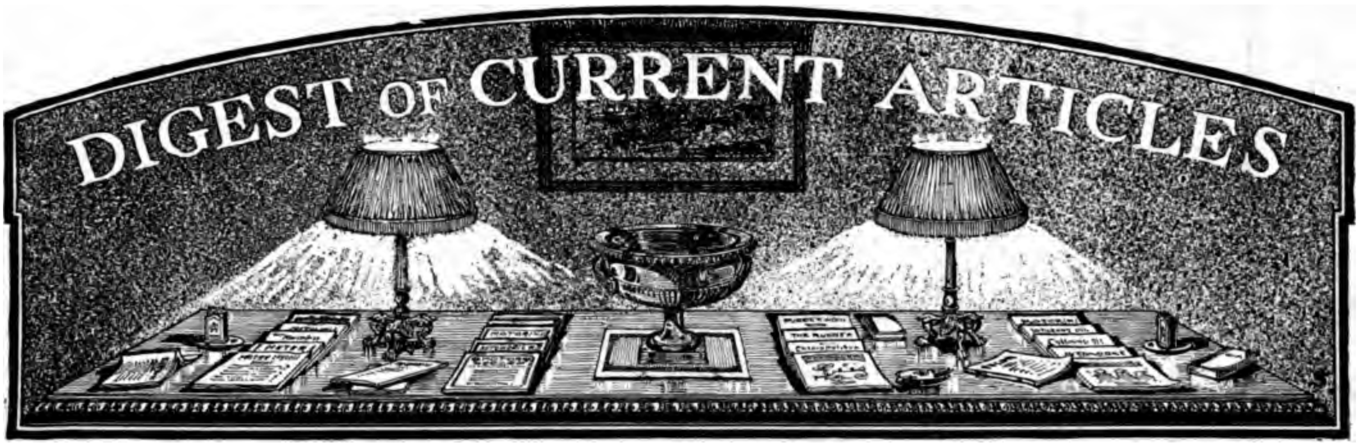
The cover of the stand provides for a real vulcanizer to be fastened on a section of inner tube, showing both the method of operation and a completed repair. Opposite the vulcanizer is a real match slipped in a little holder. The striking color scheme and simple method of telling the whole story have brought much favorable comment from dealers who have observed its results in actual sales to motorists.


THIS PLUS THIS
VULCANIZES YOUR TUBES IN 5 MINUTES ANYWHERE
SHALER
5 MINUTE VULCANIZER
COMPLETE WITH 12 PATCH & HEAT UNITS $1.50
SHALER
5-MINUTE VULCANIZER

Miller Funeral Cars

A. J. Miller & Co., of Bellefontaine, O., is producing a complete line of funeral cars. The engine used in these cars is a 52 horsepower six cylinder Continental. Other features are a heavy frame, six to one gear ratio, platform rear springs and 2¼-inch tubular drive shaft. The cars are finished in different colors but attention is being called to a special statuary bronze finish and also to a three tone gray finish. The bodies are of massive appearance and the panel work is of seasoned yellow poplar.

The drivers' compartment has a plate glass rain vision windshield and the instrument board just under this windshield is within easy reach of the driver. The cowl and engine hood are of the stream line type and ample leg room is furnished for the driver. There is an interior electric light that throws light to the rear doors, a front compartment dash lamp and two outside pillar lamps, all of which are equipped with tungsten bulbs.



DIGEST OF CURRENT ARTICLES

AMERICAN tractors are meeting with great success abroad, according to an article in *Motor*, which follows:

The Russian government last spring ordered forty American tractors, which were so eminently successful in operation that 100 more have been bespoken for immediately delivery. In our own country there are now 34,371 kerosene and gasoline tractors employed in agricultural service, Illinois leading with 3,202 of the vehicles in use. The British government has authorized Henry Ford and Son to build a factory in Cork and bring material from America for the production of 50,000 low-priced farm tractors per annum. South America is buying tractors from us in steadily increasing numbers and altogether the American tractor industry has every reason to feel satisfied with its prospects.

SPEAKING of motor brains in Uncle Sam's war council, *Motor* says:

Our entrance into the greatest war of all time finds the American automobile industry intensely proud, and with reason, of its contribution to the cause of national preparedness. No other of our peaceful industries has been so prominently identified with prepartions for national defense as that which devotes itself to the production of motor cars and their equipment. Quite apart from any contribution of its own products, the automobile industry has furnished much of the enthusiasm, energy and brains that have given us today an industrial preparedness inferior, it is true, to Germany's when she embarked on the conquest of the world, but far superior to the industrial condition of France and Britain in the danger-fraught days of 1914.

Howard E. Coffin, past president of the Society of Automobile Engineers and chief engineer of the Hudson Motor Car Co., has done more than any other man to prepare this country to resist foreign aggression. Working with Howard Coffin are W. H. Vandervoort, of the Moline forces; E. A. Deeds, of the Delco organization; Frank Pratt, of the General Electric Co., and Samuel Vauclain, of the Westinghouse Co. The voice of Henry B. Joy, of the Packard company, was raised for preparedness, when the term was so dimly understood that it aroused merely derisive smiles. Alfred Reeves, general manager of the National Automobile Chamber of Commerce, is serving under Daniel E. Willard on the transportation committee. W. H. Vandervoort with J. G. Vincent, of Packard, and George W. Dunham, formerly with the Chalmers forces and now president of the Society of Automotive Engineers, are serving on the general committee on preparedness. The Society of Automotive Engineers, an old friend under a slightly new name, has completed a registration of its members, nearly 4,000 of whom have signified their readiness to serve the government in any capacity in which they may be called. Truly, the long hard drive for preparedness has been liberally motorized.

STANDARD Oil interests substantially dominate the gasoline industry according to the report of the Federal Trade Commission on the price of gasoline. The following is taken from *Automobile:*

WASHINGTON, D. C., April 24—The long-deferred report of the Federal Trade Commission on the price of gasoline was transmitted to the Senate today, and the finding of the Commission is that Standard Oil interests substantially dominate the gasoline industry—refining, pipe line transportation and marketing.

Despite dissolution of the so-called "Oil Trust" by the U. S. Supreme Court, the Commission concludes that Standard Oil domination has had a "fundamental bearing" upon gasoline prices, declared to have been arbitrarily increased.

In an exhaustive report of its investigation, under resolutions of Senators Gore and Owen of Oklahoma and its statutory authority, the Commission declares, in substance, that real competition does not exist between the various Standard Oil companies because of interlocking stock ownership through the holding of a majority of shares in the constituent Standard companies by identical interests.

Legislation to meet these conditions is recommended by the Commission. Also its evidence and findings have been transmitted to the Attorney General for appropriate action.

IT is now time for the automobile industry to attend to business and not worry about the war. This fact is brought out in a recent article in *Automobile Topics,* of which the following is an extract:

Very evidently the time has now come to stop thinking of the war as an impediment to business and to concentrate entirely on every day affairs. A very close study of the situation as it affects the automobile industry indicates one prevailing difficulty, and only one; that is, lack of confidence in respect to the confidence of business men. There has never been a question as to the probable continuance of the business balance of the United States. There has, however, been more or less apprehension lest through fear of disturbance some disturbance might itself be bred.

List-Prices of all Makes of Tires and Tubes

EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S. Non-Skid; G. T. Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when §, in both Clincher and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Acme Rubber Mfg. Co.,	P.	14.50	15.60	†16.50	20.90	†21.70	22.20	23.50	†25.00	†28.00	†29.00	30.30	31.20	32.30	33.40	34.50	†41.20	42.50	43.90	45.10	46.50	47.80	52.50	54.10	55.80	†69.80	†71.70
Trenton, N.J.	N.S.	......	†16.30	......	†22.00	†22.80	23.30	......	......	......	†30.50	31.80	32.80	34.00	......	......	......	d44.50	46.10	47.40	48.80	50.30	55.10	56.90	58.50	......	......
	N.S.	16.70	17.80	†19.10	24.00	†24.90	25.50	27.10	†28.70	†32.20	†33.40	34.80	36.00	37.20	39.50	39.70	†47.40	48.80	50.50	51.90	53.50	55.00	60.30	62.30	64.10	†80.30	†82.50
	Hemisphere	†18.40	†19.60	......	26.40	......	28.00	29.10	......	......	†36.80	d38.30	39.60	40.80	42.20	†43.70	......	......	......	57.10	58.80	60.50	†66.40	†68.40	70.60	......	......
April 12 (5000 miles)	G.R.B. Tubes	3.65	3.85	4.15	4.95	5.15	5.45	5.85	6.05	6.05	6.25	6.40	6.65	6.75	6.95	7.15	8.15	8.35	8.45	8.60	8.80	9.05	10.00	10.30	10.55	11.20	11.50
Advance Rubber Co.,	P.	†11.60	†12.20	......	†15.85	†16.70	18.55	†21.65	......	......	†24.30	24.75	25.95	26.50	27.40	28.25	......	†34.60	†35.70	37.35	37.95	39.50	......	†42.65	†45.15	†67.75	......
1717-8th Ave, Brooklyn, N.Y.	N.S.	†12.15	†12.80	......	†16.60	†17.55	19.45	†22.70	......	......	†25.45	26.00	27.15	27.85	28.65	29.65	......	†36.30	†37.55	39.20	39.90	41.45	......	†44.75	†47.40	†71.10	......
April 2	G.T.	2.60	2.70	......	3.05	3.25	3.40	3.60	......	......	3.85	3.95	4.10	4.25	4.40	4.50	......	5.00	5.20	5.40	5.60	5.80	......	6.50	6.85	7.50	......
Ajax Rubber Co.,	P.	c12.40	c13.15	c17.05	§16.90	c17.70	§20.50	§24.50	§26.25	c26.30	§27.50	§28.00	§29.20	§29.70	§31.00	§31.40	......	......	§39.90	§41.40	§41.90	§43.45	d47.70	c47.75	§49.50	......	......
1796 Broadway, N.Y. City	N.S.	c13.90	c14.65	......	c19.40	c20.20	§23.00	§27.00	......	c29.30	§30.50	§31.00	§32.30	§32.70	§34.00	§34.40	d46.20	d47.70	§43.90	§45.40	§45.90	§47.45	§51.70	c51.75	§53.50	c71.25	c72.10
April 2 (5000 miles)	G.T.	3.20	3.00	3.40	3.75	3.85	4.00	4.30	4.50	4.75	4.85	5.05	5.25	5.35	5.50	5.70	6.35	6.35	6.50	6.60	6.85	7.00	8.40	8.50	8.60	9.20	9.35
	R.T.	3.50	3.75	4.00	4.60	4.75	4.90	5.15	5.40	5.75	5.90	6.05	6.25	6.35	6.50	6.70	7.80	7.80	8.05	8.30	8.50	8.75	9.90	10.00	10.15	10.85	11.05
Amazon Rubber Co.,	N.S.	14.10	14.90	......	19.30	......	22.25	......	......	......	29.70	30.25	32.25	32.75	......	......	......	42.50	43.75	45.75	46.35	48.50	56.95	......	59.90	......	76.50
Akron, O. April 2	B.T.	3.15	3.50	......	4.10	......	4.25	4.50	......	......	5.70	5.90	6.15	6.25	6.40	6.50	......	7.20	7.30	7.45	7.65	7.95	8.55	9.00	9.10	9.25	10.50
American Rubber & Tire Co.,	P.	12.50	13.50	......	17.50	18.50	20.45	22.75	......	......	27.45	28.00	30.00	30.50	32.00	33.25	......	41.00	41.50	42.50	43.40	45.00	52.00	54.50	56.00	......	80.00
Akron, O.	N.S.	13.50	14.25	......	18.25	19.25	21.25	24.40	......	......	28.90	29.40	30.70	31.25	32.75	33.50	......	42.00	42.40	43.50	44.40	46.25	53.75	55.75	57.00	......	81.85
April 2	G.T.	3.00	3.25	......	3.60	3.70	3.85	3.95	......	......	4.65	4.80	5.00	5.15	5.30	5.55	......	6.25	6.30	6.40	6.55	6.70	7.65	7.75	7.90	......	9.50
	R.T.	3.25	3.50	......	4.05	4.15	4.25	4.45	......	......	5.40	5.50	5.70	5.80	5.90	6.05	......	7.00	7.10	7.20	7.35	7.65	8.60	8.85	8.95	......	10.20
Anderson Rubber Works	P.	11.60	12.15	15.50	15.70	16.45	18.95	20.85	......	22.15	23.70	25.25	25.95	27.00	28.00	28.65	......	......	34.15	35.65	37.50	38.52	44.20	45.75	47.20	......	......
(Chas. E. Miller),	N.S.	12.15	12.80	16.35	16.55	17.30	19.95	25.20	......	23.20	24.85	26.50	27.25	28.30	29.35	30.10	......	......	35.90	37.45	39.35	40.45	46.35	47.95	49.60	......	......
Anderson, Ind.	Ex.-ply P.	14.90	16.00	17.95	19.60	20.25	20.95	22.20	......	27.50	29.10	29.75	31.20	32.00	32.80	33.50	......	......	42.10	44.20	45.10	46.90	47.55	48.30	50.50	......	......
	Ex.-ply N.S.	15.80	17.50	18.95	21.00	21.65	22.25	23.60	......	29.50	31.00	31.65	33.30	34.05	35.55	36.30	......	......	44.60	47.40	48.60	49.60	50.15	50.95	53.25	......	......
	Cord P.	22.75	24.30	25.80	32.75	33.90	35.00	37.25	......	42.40	43.95	45.50	46.70	47.95	49.25	50.30	......	......	53.95	55.25	56.60	57.90	67.10	68.65	70.25	......	......
	Cord N.S.	23.75	24.75	26.15	34.50	35.60	36.75	39.00	......	44.70	46.25	47.80	49.05	50.40	51.70	52.85	......	......	56.65	58.00	59.40	60.80	70.40	72.10	73.75	......	......
	G.T.	3.10	3.25	3.45	3.65	3.80	3.85	4.05	......	5.00	5.10	5.30	5.45	5.55	5.70	5.90	......	......	6.95	7.10	7.25	7.40	8.50	8.60	8.75	......	......
	R.T.	3.65	3.75	4.00	4.30	4.45	4.50	4.80	......	6.00	6.05	6.25	6.40	6.50	6.75	6.90	......	......	8.20	8.40	8.50	8.75	10.00	10.20	10.30	......	......
Archer Cord Tire &	Ribbed Tread	......	......	......	......	......	d32.60	......	......	......	......	d41.05	d42.10	d43.20	......	d43.35	......	d47.20	d38.40	d49.55	d50.70	......	d59.85	d61.40	d62.60	......	d75.60
Rubber Co.,	N.S.	......	......	......	......	......	d34.34	......	......	......	......	d42.80	d43.85	d44.95	......	d47.10	......	d48.95	d50.15	d51.30	d52.45	d53.60	d61.60	d63.15	d64.35	......	d77.35
Minneapolis, Minn.	G.T.	......	3.15	......	3.25	......	3.40	......	......	......	......	4.60	4.75	4.85	......	5.10	......	6.00	6.05	6.15	6.25	6.35	7.35	7.50	7.65	......	8.50
April 2 (5000 miles)	R.T.	......	4.15	......	4.25	......	4.40	......	......	......	......	6.00	6.15	6.30	......	6.55	......	7.80	7.85	8.00	8.15	8.20	9.55	9.75	9.95	......	10.80
Armstrong Rubber Co.,	P.	†15.25	†15.70	†17.00	18.45	†19.15	20.50	21.10	......	†25.30	†25.90	26.63	27.25	27.95	28.60	29.25	†36.50	d37.10	37.90	38.60	39.20	40.60	46.00	46.60	48.60	63.25	†64.70
Newark, N.J.	N.S.	†16.85	†17.55	†18.70	20.80	†22.70	23.00	24.60	......	†26.10	†27.10	28.00	29.90	30.40	31.60	31.90	†39.75	d40.80	41.70	43.35	43.85	45.40	51.75	52.30	54.35	75.35	†77.80
	R.T.	3.95	4.18	4.47	4.80	4.95	5.00	5.05	......	5.10	5.25	5.50	5.70	5.85	5.95	6.05	6.80	6.90	7.00	7.15	7.40	7.45	8.35	8.55	8.60	10.45	10.95
	Pure Gum Tubes	4.15	4.40	4.70	5.05	5.20	5.25	5.30	......	5.35	5.50	5.75	6.00	6.15	6.25	6.35	7.15	7.25	7.35	7.50	7.80	7.85	8.80	9.00	9.15	11.00	11.50
Batavia Rubber Co.,	P. & R.	......	c13.05	......	c16.60	......	d22.70	d25.75	......	......	......	d30.90	*32.45	*33.15	d34.65	q35.20	q41.30	d42.65	*44.00	*46.00	*46.70	q48.75	*57.70	......	*61.10	......	......
Batavia, N.Y.	Security N.S.	13.10	c15.25	......	c19.40	c20.90	d22.70	d25.75	......	......	c30.25	d30.90	*32.45	*33.15	d34.65	q35.20	q41.30	d42.65	*44.00	*46.00	*46.70	q48.75	*57.70	58.50	*61.10	86.65	90.00
April 2	G.T	2.95	3.05	......	3.45	3.65	3.80	4.10	......	......	4.90	5.05	5.25	5.35	5.45	5.55	6.50	6.60	6.65	6.75	6.90	7.10	8.10	8.25	8.40	9.20	9.45
Beacon Tire Co.,	"Rib Skid"	12.30	12.80	......	16.60	......	19.45	......	......	......	25.45	26.00	27.15	27.85	28.80	29.65	......	......	37.55	39.20	39.90	41.45	44.75	45.50	47.40	......	......
Beacon, N. Y. April 2	R.T.	3.00	3.35	......	4.20	......	4.30	......	......	......	5.30	5.40	5.55	5.70	5.90	6.10	......	......	7.00	7.15	7.35	7.65	8.70	8.85	8.95	......	......
Bergougnan Tire Corp.,	P.	13.40	15.05	......	19.45	20.60	22.70	25.05	......	31.75	27.85	29.60	31.70	33.50	34.25	36.05	47.75	42.95	45.35	45.90	46.35	47.80	53.55	54.70	56.15	82.25	74.85
49 West 64th St., N.Y. City	N.S.	15.05	16.30	......	22.70	23.70	24.90	26.60	......	35.70	31.45	32.60	35.40	36.70	38.40	39.35	53.90	47.65	48.50	49.60	51.10	53.25	58.70	61.40	62.75	93.70	82.70
May	R.T.	3.35	3.40	......	4.00	4.35	4.40	4.70	......	5.95	5.45	5.65	5.95	6.10	6.25	6.45	7.75	7.30	7.40	7.50	7.80	8.00	8.75	9.00	9.15	10.30	10.10
Besaw Tire & Rubber Co.,	P.	......	19.50	......	24.50	......	27.00	28.00	......	......	......	35.50	36.75	37.75	39.25	40.25	......	......	45.25	47.75	50.00	......	55.00	56.25	57.50	......	......
Hartville, O.	N.S.	......	......	......	28.00	......	30.50	31.75	......	......	39.25	40.25	41.50	43.00	44.00	......	......	......	47.25	49.25	55.00	57.50	62.25	64.75	66.00	......	......
Mar. 22 (4000 miles)	Blackford N.S.	......	c13.85	......	c17.95	c19.00	*20.65	......	......	......	c27.50	d28.10	*29.50	*30.15	......	......	......	......	......	*41.80	......	......	......	......	......	......	......
(4000 miles)	Blackford G.T.	......	3.20	......	3.65	3.75	3.80	......	......	......	5.00	5.10	5.25	5.40	......	......	......	......	......	6.90	......	......	......	......	......	......	......
	R.T.	......	3.50	......	4.45	4.55	4.70	5.00	......	......	5.60	5.85	6.00	6.20	6.40	6.60	......	......	7.75	8.00	8.15	8.35	9.35	9.55	9.75	......	......
Bowers Rubber Works (5000 miles)	P.	15.30	16.20	......	21.90	23.20	24.50	26.20	......	......	30.45	32.20	33.85	34.70	35.50	37.25	......	......	43.20	44.90	46.60	......	55.95	57.25	58.50	......	82.60
San Francisco, Calif. (6000 miles)	N.S.	17.00	17.85	......	25.75	27.00	27.90	29.60	......	......	33.90	35.25	36.40	38.10	39.00	39.90	......	......	46.60	48.30	50.00	......	61.10	63.30	65.30	......	94.00
March 31	G.T.	3.30	3.80	......	4.10	4.35	4.60	4.85	......	......	5.95	6.50	6.40	6.50	6.60	6.75	......	......	7.60	7.75	8.00	......	8.70	8.90	9.25	......	11.00
‡Braender Rubber & Tire Co.,	P.	12.70	12.90	16.45	16.70	17.40	19.35	21.85	......	25.15	25.65	26.10	27.40	28.00	29.70	29.00	37.50	36.40	37.60	39.30	39.95	40.55	44.90	50.80	48.50	75.40	79.75
Rutherford, N.J.	N.S.	14.75	14.95	19.10	19.35	20.20	22.45	25.35	......	29.15	29.75	30.30	31.80	32.50	34.45	33.65	43.40	42.20	43.60	45.60	46.35	47.05	52.10	58.90	56.25	87.45	92.50
April 2	G.T.	3.25	3.40	3.60	4.15	4.25	4.50	4.50	......	5.30	5.40	5.65	5.75	5.85	6.10	6.30	7.00	7.10	7.20	7.35	7.55	7.90	8.90	9.05	9.15	10.00	10.25
	R.T.	3.60	3.70	4.00	4.60	4.70	5.00	5.00	......	5.90	6.00	6.20	6.40	6.60	6.80	7.00	7.80	7.90	8.10	8.20	8.40	8.70	9.80	10.00	10.20	11.00	11.20

‡Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x35	5½x38
Brunswick-Balke-Collender Co.,	P.	c11.90	c12.80	......	c16.50	c17.50	19.00	*21.60	......	......	c25.40	*25.90	*27.20	*27.80	*29.15	*20.55	......	*35.75	*36.95	*38.65	*39.20	*40.85	*44.90	*45.40	*47.55	†90.70	†89.20
Chicago, Ill.	N.S.	c13.95	c14.95	......	c19.25	c20.55	22.25	*25.25	......	......	c29.75	*30.30	*31.85	*32.55	*34.00	*34.55	......	*41.90	*43.20	*45.20	*45.85	*47.85	*56.45	*57.35	*60.00	†92.70	†101.00
April 2	R.T.	3.15	3.35	......	3.85	4.00	4.05	4.20	......	......	5.20	5.30	5.55	5.75	5.90	6.05	......	6.80	7.05	7.20	7.35	7.55	8.50	8.65	8.80	9.20	9.40
Bucyrus Rubber Co.,	P.	11.05	11.85	......	15.35	16.20	17.65	20.00	......	......	23.50	24.00	25.20	25.75	26.90	27.35	......	......	34.20	35.75	36.30	37.85	39.95	......	42.30	......	58.25
Bucyrus, O.	N.S.	12.90	13.85	......	17.95	19.00	20.65	23.40	......	......	27.55	28.00	29.50	30.15	31.50	32.10	......	......	40.10	41.80	42.50	44.30	49.95	50.65	52.90	......	72.80
January 1	G.R.T.	2.90	3.00	......	3.45	3.50	3.55	3.80	......	......	4.75	4.85	5.00	5.10	5.20	5.35	......	......	6.30	6.50	6.65	6.75	7.70	7.90	7.95	......	8.85
Butler Bros.,	Defiance P.	11.80	11.95	......	15.85	16.10	19.35	......	......	......	24.50	25.20	25.95	26.50	......	28.25	......	......	35.50	37.75	38.20	39.30	......	......	45.15	......	......
Chicago, Ill.	Defiance N.S.	13.05	13.25	......	17.45	18.00	20.75	......	......	......	26.40	29.25	28.65	29.85	......	30.65	......	......	38.40	41.55	42.95	44.05	......	......	49.50	......	......
April 2	Arabian Fluted	......	13.80	......	17.70	......	21.60	......	......	......	27.45	28.15	28.95	29.15	......	32.70	......	......	38.35	41.25	42.75	43.30	......	......	28.00	......	......
	Arabian N.S.	......	14.45	......	18.65	......	22.60	......	......	......	28.85	29.55	30.40	30.60	......	34.35	......	......	40.26	43.31	44.85	45.45	......	......	50.40	......	......
	Defiance R.T.	3.00	3.10	......	3.75	3.85	3.95	4.40	......	4.45	4.90	5.00	5.15	5.25	5.35	5.50	......	......	6.40	6.50	6.65	6.80	......	7.70	7.90	......	......
	Defiance G.T.	2.55	2.75	......	3.10	3.20	3.45	3.55	......	4.00	4.25	4.35	4.45	4.55	4.65	4.85	......	......	5.65	5.85	6.05	6.25	......	6.80	6.95	......	......
	Defiance Double Wall T.	2.95	3.50	......	3.90	4.10	4.25	4.40	......	......	5.40	5.65	5.80	5.95	6.20	6.40	......	......	7.40	7.60	7.80	8.00	......	8.75	8.95	......	......
Century Rubber Works	P. & N.S.	......	c12.55	......	c17.10	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Chicago, Ill.	G.T.	2.85	3.00	......	3.75	3.85	4.00	4.30	......	......	4.85	5.00	5.15	5.25	5.45	5.65	......	......	6.45	6.60	6.85	7.10	8.00	8.15	8.30	......	......
April 2 (3500 miles)	R.T.	3.65	3.75	......	4.65	4.80	4.90	5.35	......	......	6.00	6.05	6.15	6.25	6.55	6.65	......	......	8.10	8.25	8.40	8.50	9.65	9.90	10.10	......	......
Columbia Tire & Rubber Co.,	P.	12.40	12.55	15.30	16.30	17.15	18.90	24.70	......	27.05	24.95	25.45	26.65	27.30	32.90	29.05	......	......	36.75	38.40	39.00	40.60	43.85	51.15	46.45	......	......
Columbiana, O.	N.S.	13.05	13.20	16.30	17.10	18.05	19.85	25.85	......	29.70	26.20	26.75	28.00	28.65	34.55	30.45	......	......	38.60	40.30	40.95	42.60	46.00	53.70	48.80	......	......
April 5	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55	......	4.95	4.75	4.85	5.00	5.15	5.70	5.50	......	......	6.25	6.45	6.65	6.85	7.80	8.60	8.10	......	......
	R.T.	3.30	3.35	3.80	4.20	[illegible]	4.30	5.05	......	5.50	5.30	5.40	5.55	5.70	6.45	6.10	......	......	7.00	7.15	7.35	7.65	8.70	9.50	8.95	......	......
Combination Rubber Mfg. Co.,	P.	c11.60	c12.45	......	c16.25	c17.15	18.70	§21.15	......	......	c24.85	25.30	26.55	27.15	28.45	28.90	35.65	......	36.15	37.75	38.35	39.90	†42.20	42.85	44.65	q63.05	q63.85
Bloomfield, N.J.	Hold On N.S.	c13.70	c14.60	......	c18.70	c19.60	21.55	§24.40	......	......	c28.50	29.10	30.60	31.15	32.65	32.95	40.15	......	42.50	14.40	45.10	46.90	52.05	52.80	55.10	q74.10	76.65
	G.T.	2.75	2.85	......	3.40	3.45	3.55	3.75	......	......	4.55	4.75	4.85	5.00	5.15	5.35	5.95	......	6.15	6.30	6.50	6.60	7.40	7.65	7.75	8.05	8.25
	R.T.	3.00	3.15	......	3.75	3.80	3.95	4.20	......	......	5.00	5.30	5.40	5.55	5.65	5.90	6.55	......	6.80	7.05	7.25	7.35	8.30	8.45	8.60	8.90	9.15
Community Rubber Co.,	P.	11.10	10.80	14.40	13.95	14.60	16.85	20.80	22.00	22.75	20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	......	43.45	41.05	......	......
Morrisville, Pa., "Delaware"	N.S.	11.65	11.35	15.10	14.70	15.35	17.70	21.85	23.10	24.45	22.15	23.60	24.25	25.20	28.60	26.75	......	......	31.95	33.35	35.05	36.00	......	45.60	43.10	......	......
March 1	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	4.20	4.05	3.85	3.95	4.10	4.25	4.80	4.50	......	......	5.20	5.40	5.60	5.80	......	7.35	6.85	......	......
Compression In.TubeCo.,Louisville,Ky.		13.90	15.25	......	16.25	16.75	17.25	17.75	......	......	20.50	21.00	21.50	22.00	......	23.00	......	24.00	25.00	25.75	26.50	27.25	29.00	29.50	30.00	......	......
January 1																											
Continental Rubber Works,	N.S.	......	c14.25	......	c18.50	......	*21.60	......	......	......	c28.25	d28.90	*30.25	*30.95	......	......	......	......	......	*43.60	*44.35	*44.10	......	......	*52.75	......	......
Erie, Pa., "Vitalic"	De Luxe G.T.	3.15	3.26	3.47	3.78	3.89	3.90	4.20	4.36	4.99	5.09	5.25	5.41	5.51	5.67	5.78	7.62	6.72	6.83	6.93	7.09	7.25	8.09	8.19	8.35	9.08	9.29
April 7	De Luxe R.T.	3.52	3.62	3.78	4.36	4.46	4.57	4.83	4.99	5.51	5.62	5.83	5.99	6.09	8.20	6.30	7.40	7.51	7.61	7.72	7.88	8.03	9.24	9.35	9.56	11.13	11.39
(3500 miles)	Black T.	3.94	4.04	4.25	4.94	5.09	5.20	5.57	5.78	6.20	6.41	6.51	6.62	6.72	6.98	7.09	8.30	8.40	8.51	8.66	8.82	8.93	10.13	10.34	10.66	11.66	11.87
Converse Rubber Shoe Co.,	P.	......	†18.35	......	†23.65	......	27.50	......	......	......	31.80	33.00	34.20	35.40	36.45	37.65	......	......	43.50	44.90	46.10	47.35	53.35	55.10	56.50	......	......
Malden, Mass.	N.S.	......	......	......	†25.00	......	32.80	......	......	......	39.15	40.35	41.75	43.25	44.35	45.60	......	......	50.60	53.25	57.25	58.90	65.45	68.05	70.30	......	......
April 10	G.T.	......	3.30	3.75	4.00	4.10	4.20	4.60	......	......	5.30	5.45	5.70	5.90	6.00	6.25	......	......	7.00	7.40	7.75	7.80	8.80	8.85	9.00	9.35	9.75
(6000 miles)	R.T.	......	3.75	4.05	4.45	4.65	4.70	4.95	......	......	5.85	6.00	6.30	6.55	6.70	6.90	......	......	8.00	8.15	8.50	8.70	9.80	10.00	10.15	10.40	10.80
Cortland Tire & Rubber Co.,	"C.C." P.	......	†10.80	......	†13.95	......	16.85	†19.50	......	......	†20.60	21.95	22.55	23.45	†24.20	†24.90	†28.10	†29.20	29.70	31.00	32.60	†33.50	38.40	†40.50	41.05	†53.60	†55.65
Belleville, N.J.	"C.C." N.S.	......	†11.35	......	†14.70	......	17.70	†20.90	......	......	†21.60	23.05	23.70	24.60	†25.20	†26.15	†29.60	†30.65	31.20	32.55	34.20	†35.15	40.30	†42.40	43.10	†56.65	†58.40
	Reg. P.	......	†16.40	......	†20.20	......	22.60	†25.00	......	......	†28.40	29.80	30.80	32.00	†33.00	†34.00	†40.50	†41.50	43.00	44.50	46.00	†47.50	53.50	†55.50	57.00	†74.00	†76.00
	"Gripper" N.S.	......	†18.70	......	†23.90	......	26.10	†28.50	......	......	†33.00	35.80	37.20	37.50	†39.40	†40.25	†44.40	†45.00	46.80	48.75	52.50	†53.50	59.00	†61.00	63.50	†82.50	†85.00
Cupples Co.,	N.S.	......	c14.50	......	c20.00	......	d24.25	......	......	......	c32.35	d32.95	*34.80	q35.45	......		......	d47.60	d48.10	d50.00	q50.55	......	*59.60	......	q62.60	......	......
St. Louis, Mo. April 16	Rhinos T.	......	8.50	......	10.20	......	11.75	......	......	......	14.50	15.00	16.00	17.00	......		......	18.00	18.50	20.00	21.00	......	24.00	......	25.00	......	......
Dayton Rubber Mfg.	(5000 miles) P.	c19.55	c18.70	......	c22.80	c25.25	26.80	......	......	†40.35	c31.35	d32.55	33.75	34.90	†35.95	37.10	†50.45	......	43.05	44.30	45.65	46.70	†52.95	†54.45	55.80	......	†83.70
Co.,	(6000 miles) N.S.	c23.75	c22.35	......	c27.80	c28.90	32.05	......	......	......	c38.70	d40.00	41.15	42.60	†44.05	46.50	......	......	49.95	52.95	57.50	58.70	†65.45	†67.95	69.55	†86.55	†10075
Dayton O. April 10	R.T.	3.45	3.55	......	4.55	4.70	4.90	......	......	5.65	5.80	5.90	6.10	6.30	6.40	6.55	7.40	......	7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65
Delion Tire & Rubber Co.,	P.	13.65	15.35	17.65	19.75	20.95	23.05	25.45	30.15	32.30	28.30	30.15	32.25	34.05	34.85	36.70	48.55	43.65	46.15	46.70	47.20	48.60	54.45	55.65	57.15	83.65	76.20
Trenton, N.J.	N.S.	15.35	16.60	19.10	23.05	24.10	25.35	27.05	35.70	36.35	32.00	33.50	36.05	37.25	39.00	40.05	54.85	48.50	49.35	50.50	52.05	54.20	59.70	61.45	63.85	95.30	84.25
April 15 (6000 miles)	A1 R.T.	3.40	3.50	3.90	4.15	4.45	4.55	4.85	5.10	6.10	5.60	5.80	6.10	6.25	6.40	6.60	7.95	7.50	7.60	7.75	8.00	8.20	9.00	9.25	9.45	10.55	10.50
Diamond Rubber Co.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	23.00	25.75	24.30	24.75	25.95	26.50	30.25	28.25	37.00	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	67.75	61.20
Akron, O.	Squeegee N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	24.10	27.00	25.45	26.00	27.15	27.85	31.80	29.65	38.90	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	71.10	64.25
(see also Goodrich & Co. B.F.)	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	9.25	9.45
April 2	R.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.05	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	10.30	10.50
Double Fabric Tire Co.,	Xtra-Pli.	c14.85	c15.85	......	c20.60	c22.15	*23.70	......	......	......	c29.90	d32.25	*33.90	*34.60	......	*36.85	......	......	*43.75	*45.35	*46.80	*49.05	*57.45	......	*60.75	......	......
Auburn, Ind.	Duo Cord	c15.95	c16.95	......	23.25	24.50	*25.60	......	......	......	c31.95	d35.70	*37.35	*38.35	......	*40.35	......	......	*47.70	*48.75	*50.25	*51.65	*60.75	......	*63.85	......	......
April 25	Anti-Pinch T.	3.50	3.65	......	4.20	4.25	4.30	4.60	4.95	......	5.80	5.90	6.10	6.20	6.40	6.55	......	......	7.75	7.90	8.10	8.25	9.45	9.60	9.80	10.45	......
(4000 miles)	Brazil G.T.	3.15	3.35	......	3.80	3.85	4.05	4.15	4.35	......	5.15	5.35	5.45	5.55	5.80	5.90	......	......	7.05	7.15	7.25	7.35	8.55	8.65	8.85	9.35	......
Dreadnought Tire & Rubber Co.,	P.	......	13.85	......	17.95	c19.10	20.55	26.10	......	......	c27.45	*28.50	*29.60	*29.95	31.45	†32.90	......	38.75	*39.85	*41.65	*42.30	*44.50	*46.60	47.25	*49.35	65.85	68.00
Baltimore, Md.	N.S.	......	16.35	......	20.50	c21.60	23.75	29.60	......	......	c31.55	*32.10	*33.75	*34.45	35.95	†36.35	......	44.15	*44.75	*46.75	*47.50	*49.70	*54.60	55.70	*57.75	74.25	76.00
April 10 (5000 miles)	R.T.	......	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	10.45	10.80
Dry Climate Tire & Rubber Co.,	P.	13.80	11.85	......	15.85	18.75	21.10	22.90	24.60	26.40	24.60	25.50	26.50	27.40	28.20	29.10	35.20	32.60	33.65	34.75	35.70	36.70	41.50	42.60	43.70	57.00	58.20
Arvada, Colo.	N.S.	15.00	15.00	......	17.95	22.00	23.10	25.05	......	......	27.90	28.90	29.70	30.80	31.50	32.45	......	34.80	36.00	37.10	40.20	41.10	45.75	46.80	50.00	62.50	64.50
	G.T.	2.75	2.85	3.00	3.65	3.80	3.95	4.45	4.50	4.55	4.65	4.75	4.90	5.05	5.15	5.25	5.95	6.15	6.35	6.45	6.05	6.90	7.55	7.75	8.00	9.15	9.35
	R.T.	3.05	3.15	3.40	4.05	4.20	4.50	4.70	4.95	5.05	5.15	5.25	5.45	5.65	5.75	5.85	6.60	6.80	7.05	7.20	7.45	7.70	8.45	8.65	8.90	10.20	10.40
Dunlop Tire Sales Co.,	Cross Groove	......	22.95	......	28.55	30.20	32.15	34.60	36.50	......	38.55	42.10	44.30	46.40	48.60	51.30	52.35	53.35	54.35	57.70	58.30	60.40	64.35	67.05	69.70	78.50	......
New York	Traction N.S.	......	25.00	......	33.80	35.55	36.75	39.40	42.50	......	46.25	50.10	53.05	55.50	57.70	59.55	60.15	62.25	64.35	66.45	68.65	70.75	79.50	83.00	84.40	92.35	97.90
May 1	Tubes	4.80	4.85	......	6.15	6.25	6.40	7.20	7.50	......	7.70	8.00	8.25	8.55	9.05	9.05	10.45	10.45	10.70	10.95	11.20	11.50	12.90	13.35	13.35	14.75	15.15
Duplex Tire Co., Inc.,	P.	13.65	14.55	15.60	18.95	19.55	19.55	21.95	......	29.70	30.90	30.90	31.95	34.20	35.25	36.35	42.60	44.05	45.45	46.95	48.40	49.75	56.90	58.50	60.15	70.35	72.15
106 W. 52nd St., N. Y.	N.S.	19.45	21.00	22.75	27.85	28.85	29.40	30.35	......	38.40	39.55	41.25	42.70	44.05	46.70	46.15	52.95	53.05	54.70	56.45	58.05	59.75	67.20	68.50	69.00	89.25	92.50
Feb. 15 (5000 miles)	R.T.	3.60	3.85	4.10	5.15	5.30	5.45	5.75	......	7.25	7.60	7.75	8.05	8.20	8.50	8.70	9.65	9.80	10.05	10.35	10.60	11.00	12.25	12.50	12.95	14.55	14.90
East Palestine Rubber Co.,	P.	c17.30	c17.70	......	†21.50	c23.85	25.30	*27.50	......	......	§29.55	*30.40	*31.50	*32.60	*33.85	*34.95	......	*39.20	*40.50	*41.75	*44.05	*45.25	*51.10	*53.55	*53.85	*73.95	q80.20
Pittsburgh, Pa., "Nabob"	N.S.	......	c21.15	......	†26.45	c27.30	30.20	*32.80	......	......	§36.50	*37.70	*38.80	*40.20	*41.50	*43.80	......	*45.45	*47.10	*49.90	*54.20	*55.30	*61.60	*64.00	*65.50	*81.50	q94.80
	R.T.	3.25	3.35	......	4.30	4.45	4.60	4.95	......	......	5.45	5.55	5.75	5.95	6.05	6.20	......	7.25	7.45	7.00	7.85	8.10	8.90	9.15	9.45	10.80	11.05

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Ehman Tire & Rubber Co.,	P.	12.55	12.20	.....	15.85	16.70	18.55	21.65	.....	.....	24.30	24.75	25.95	26.50	30.25	28.25	.....	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	.....	.....
Chicago, Ill.	N.S.	13.15	12.80	.....	16.60	17.55	19.45	22.70	.....	.....	25.45	26.00	27.15	27.85	31.80	29.65	.....	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	.....	.....
April 2 (3500 miles)	G.T.	3.10	3.05	.....	3.75	3.80	3.85	4.55	.....	.....	4.75	4.85	5.00	5.15	5.80	5.50	.....	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	.....	.....
	R.T.	3.30	3.40	.....	4.25	4.35	4.45	4.85	.....	.....	5.45	5.50	5.60	5.70	5.95	6.05	.....	7.30	7.35	7.50	7.65	7.75	8.80	9.00	9.20	.....	.....
Empire Rubber & Tire Co.,	Grey P.	c12.05	c13.80	.....	17.40	c18.25	20.15	22.45	23.55	.....	26.95	27.35	28.60	29.10	30.30	30.50	.....	39.50	39.80	41.40	41.90	43.45	48.80	50.05	51.95	.....	.....
Trenton, N.J.	Grey N.S.	c14.55	c15.40	.....	19.50	c20.35	22.55	25.10	26.35	.....	30.10	30.65	32.00	32.55	33.90	34.15	44.30	44.20	44.55	46.40	46.95	48.60	55.40	56.00	58.20	.....	.....
April 2	Grey Tubes	3.00	3.15	3.30	3.60	3.70	3.75	3.90	4.10	4.80	4.90	5.05	5.15	5.30	5.45	5.60	6.45	6.60	6.65	6.75	6.85	7.05	8.10	8.20	8.40	9.00	9.15
	Red P.	c16.30	c17.30	.....	22.65	c23.75	25.95	29.50	31.00	.....	34.55	35.20	37.00	37.85	39.60	40.20	.....	51.35	50.50	52.70	54.65	55.75	58.85	59.75	62.35	.....	.....
	Red N.S.	c17.05	c18.20	.....	23.75	c25.00	27.35	31.00	32.70	.....	36.35	37.10	38.95	39.75	41.70	42.35	52.90	54.05	53.15	55.45	57.60	58.70	62.00	62.90	65.65	.....	.....
	Red Tubes	3.45	3.65	3.85	4.05	4.20	4.20	4.65	5.15	5.35	5.55	5.65	5.90	6.05	6.20	6.40	7.65	7.80	7.90	8.15	8.35	8.50	9.50	10.00	10.10	10.95	11.10
	Peerless Tubes	4.75	4.95	5.30	6.65	6.85	7.10	7.50	7.85	8.15	8.50	8.70	8.95	9.20	9.45	9.75	11.45	11.65	11.95	12.15	12.55	12.90	13.75	14.10	14.65	17.20	17.65
Endurance Tire &	Ball Bearing N.S.	.....	c16.75	.....	c21.75	.....	d25.00	.....	.....	.....	†33.00	d34.00	*36.25	*38.00	.....	.....	.....	.....	d47.25	d49.50	*50.50	.....	.....	.....	*59.50	.....	.....
Rubber Co.,	G.T.	3.45	3.60	3.85	4.05	4.20	4.25	4.60	4.80	5.50	5.50	5.60	5.70	5.95	6.15	6.15	7.30	7.30	7.35	7.55	7.70	7.85	9.10	9.30	9.30	10.50	10.65
New Brunswick, N.J.	R.T.	3.85	3.90	4.35	4.90	5.00	5.10	5.75	6.00	6.15	6.15	6.40	6.60	6.80	6.25	8.35	8.35	8.55	8.55	8.75	8.95	9.20	10.30	10.65	10.65	11.75	12.10
April 6 5000 miles	Durable G.T	3.10	3.20	3.45	3.65	3.75	3.85	4.15	4.30	4.90	4.90	5.10	5.20	5.35	5.55	5.55	6.60	6.60	6.65	6.75	6.90	7.10	8.10	8.40	8.40	9.40	9.55
	Durable R.T.	3.45	3.60	3.85	4.05	4.20	4.25	4.60	4.80	5.50	5.50	5.60	5.70	5.95	6.15	6.15	7.30	7.30	7.35	7.55	7.70	7.85	9.10	9.30	9.30	10.50	10.65
Essex Rubber Co.,	G.B.	2.60	2.75	.....	3.40	3.50	3.65	3.90	.....	.....	4.40	4.55	4.70	4.80	4.95	5.15	.....	.....	5.85	6.00	6.25	6.45	7.30	7.40	7.55	.....	.....
Trenton, N.J. April 2	R.T.	3.30	3.40	.....	4.25	4.35	4.45	4.85	.....	.....	5.45	5.50	5.60	5.70	5.95	6.05	.....	.....	7.35	7.50	7.65	7.75	8.80	9.00	9.20	.....	.....
Eureka Tire Co., Inc.,	P.	12.55	12.20	.....	15.85	16.70	18.55	21.65	.....	25.75	24.30	24.75	25.95	26.50	30.25	28.25	.....	.....	35.70	37.35	37.95	39.50	42.65	48.25	45.15	.....	61.20
Trenton, N.J.	N.S.	13.15	12.80	.....	16.60	17.55	19.50	22.70	.....	27.00	25.45	26.00	27.20	27.85	31.80	29.65	.....	.....	3.755	39.20	39.90	41.45	44.80	50.65	47.40	.....	64.25
April 15	G.T.	2.90	3.00	.....	3.40	3.50	3.60	3.80	.....	4.60	4.70	4.85	4.95	5.10	5.20	5.40	.....	.....	6.35	6.50	6.60	6.70	7.80	7.90	8.00	.....	8.70
	R.T.	3.20	3.30	.....	3.80	3.90	4.00	4.20	.....	5.10	5.20	5.35	5.50	5.70	5.80	5.95	.....	.....	7.05	7.20	7.35	7.50	8.55	8.75	8.85	.....	9.65
Falls Rubber Co.,	P.	16.80	17.55	.....	22.90	23.85	24.50	26.60	.....	30.45	31.60	32.90	34.10	35.25	36.25	37.40	41.90	43.15	44.55	45.00	47.00	48.55	56.30	57.85	61.25	.....	.....
Cuyahoga Falls, O.	N.S.	19.90	20.90	.....	27.20	28.45	29.20	31.80	.....	37.55	38.95	40.45	41.60	42.95	44.05	45.40	48.75	50.95	51.80	52.80	55.15	56.35	65.85	67.20	68.75	82.45	83.40
	Pure Gum R.T.	3.95	4.15	.....	5.65	5.80	5.95	6.25	.....	7.20	7.40	7.60	7.80	8.00	8.20	8.40	9.30	9.55	9.80	10.05	10.30	10.55	11.50	11.80	12.05	13.55	14.15
Faure, A., April 2	"Never-Skid" N.S.	.....	†20.30	.....	†26.35	.....	.....	.....	.....	.....	.....	†42.45	43.10	44.10	.....	†47.75	†59.00	d57.50	†59.50	62.10	63.50	.....	†70.65	†80.30	75.05	.....	101.70
153 W. 56th St., N. Y. City	R.T	.....	4.80	.....	5.95	.....	.....	.....	.....	.....	.....	7.95	8.15	8.40	.....	9.00	10.55	10.05	10.25	10.45	10.80	.....	13.20	13.90	13.20	.....	15.40
Federal Rubber Co.,	P.	c13.00	c12.65	.....	c16.40	c17.35	19.20	*22.45	.....	.....	c25.15	*25.65	*26.90	*27.45	*31.30	*29.25	.....	d35.80	*36.95	*38.65	*39.25	*40.85	*44.10	q49.95	*46.75	.....	.....
Cudahy, Wis.	Traffic	c13.60	c13.25	.....	c17.20	c18.15	20.15	*23.50	.....	.....	c26.35	*26.95	*28.10	*28.80	*32.90	*30.70	.....	d37.55	*38.90	*40.60	*41.25	*42.90	*46.30	q52.45	*49.05	.....	.....
April 5	Ruggid	c15.30	c14.90	.....	c19.35	.....	22.65	*26.40	.....	.....	c29.65	d30.30	*31.60	*32.45	d37.00	*34.55	.....	d42.25	*43.75	*45.65	*46.40	*48.30	*52.10	q58.95	*55.30	.....	.....
	G.T.	3.10	3.05	.....	3.75	3.80	3.95	4.70	.....	.....	4.85	5.05	5.05	5.30	5.65	5.65	.....	6.35	6.55	6.55	6.80	7.05	8.00	8.30	8.30	.....	.....
	"Red Skin" T.	3.70	3.45	.....	4.35	4.70	4.55	5.45	.....	.....	5.55	5.80	5.80	6.10	6.55	6.55	.....	7.25	7.50	7.50	7.85	8.10	9.20	9.50	9.50	.....	.....
Fellsen Tires, Inc.,	P.	16.40	18.20	.....	23.70	26.20	26.95	29.30	.....	30.00	32.10	32.90	34.05	35.65	36.05	36.85	42.61	43.70	44.80	46.60	4.765	48.70	55.40	57.35	59.40	73.95	75.45
New York City	N.S.	18.90	20.70	.....	26.20	28.60	30.20	33.75	.....	35.45	36.50	38.00	38.75	40.50	41.00	42.00	46.75	47.75	49.50	52.25	55.60	57.30	64.50	66.25	67.55	84.35	90.45
April 15 (6000 miles)	Tubes	3.25	3.40	.....	4.25	4.35	4.50	4.75	.....	5.45	5.55	5.80	6.10	6.45	6.75	6.90	7.70	7.80	7.95	8.00	8.25	8.35	8.85	9.80	9.90	10.80	11.25
Firestone Tire & Rubber Co.,	P.	12.25	12.75	16.60	16.25	17.75	19.20	31.65	27.25	29.00	25.30	25.75	27.25	27.70	28.75	29.25	42.70	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	75.65	81.15
Akron, O.	N.S.	13.75	14.25	18.85	18.15	19.40	21.45	24.50	31.10	34.10	28.65	29.15	30.80	31.35	33.00	33.55	48.40	42.15	42.50	44.20	44.70	46.40	54.50	55.50	57.35	86.65	92.15
April 2	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	6.60	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	9.20	9.45
	R.T.	3.30	3.40	3.85	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	7.70	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	10.45	10.80
Fisk Rubber Co.,	P.	c12.55	c12.20	c16.30	15.85	c16.70	18.55	21.65	†23.75	†29.35	†24.30	24.75	25.95	26.50	30.25	28.25	.....	d34.60	35.70	37.35	37.95	*39.50	*42.65	48.25	45.15	q67.75	.....
Chicopee Falls, Mass.	N.S.	c13.15	c12.80	.....	16.60	c17.55	19.45	22.70	.....	30.85	†25.45	26.00	27.15	27.85	31.80	29.65	d38.90	d36.30	37.55	39.20	39.90	*41.45	*44.75	50.65	47.40	q71.10	.....
	Red Top N.S.	.....	c16.65	.....	20.80	21.95	24.30	.....		.....	†30.60	31.25	32.60	33.40	.....	35.60	d46.65	d43.55	45.10	47.10	47.85	*49.80	*53.75	60.80	56.85	.....	q77.10
	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.75	4.75	4.95	4.95	5.15	5.50	5.50	6.15	6.15	6.40	6.40	6.65	6.90	7.80	8.10	8.10	9.25	9.45
	R.T.	.....	3.45	.....	4.30	.....	4.40	5.20	.....	5.45	5.45	5.70	5.70	5.95	6.35	6.35	7.10	7.10	7.30	7.30	7.65	7.90	8.95	9.30	9.30	.....	10.90
General Tire & Rubber Co.,	P.	c14.75	c15.35	.....	c19.15	22.20	23.80	*27.05	.....	.....	c31.10	*31.55	*33.45	*34.05	*35.30	*35.80	.....	*42.50	*43.90	*46.00	*46.55	*48.60	*57.65	q58.80	*59.60	.....	.....
Akron, O.	N.S.	c16.70	c17.75	.....	c22.50	c24.25	26.75	*30.60	.....	.....	c35.15	*35.80	*37.85	*38.55	*40.55	*41.20	.....	*49.70	*51.10	*53.75	*54.55	*56.85	*64.75	q66.15	*67.05	.....	.....
March 31 (5000 miles)	G.T.	3.05	3.10	3.55	3.70	3.90	4.05	4.30	.....	.....	5.00	5.25	5.45	5.60	5.80	5.90	.....	6.90	7.00	7.20	7.55	7.70	8.30	8.50	8.75	.....	10.20
	R.T.	3.85	4.00	4.60	4.85	4.90	5.10	5.40	.....	.....	6.40	6.60	6.90	7.00	7.35	7.50	.....	8.35	8.50	8.70	9.00	9.20	10.25	10.30	10.55	.....	12.55
Giant Tire Co.,	N.S.	.....	c7.60	.....	c9.55	.....	*10.95	.....	.....	.....	.....	.....	*13.70	*14.10	.....	*14.85	.....	.....	*17.45	*18.10	*19.20	.....	.....	.....	*23.35	.....	.....
Akron, O.	G.T.	.....	1.95	.....	2.20	.....	2.35	.....	.....	.....	.....	.....	3.25	3.35	.....	3.50	.....	.....	4.15	4.25	4.35	.....	.....	.....	5.20	.....	.....
Gillette Rubber Co.,	P.	13.55	12.60	.....	16.30	.....	19.20	21.70	.....	.....	25.65	26.10	27.30	27.75	30.55	29.30	.....	.....	37.65	39.35	39.95	.....	46.10	51.15	47.60	.....	.....
Eau Claire, Wis.,	N.S.	.....	14.20		19.40	.....	21.90	24.50	.....	.....	28.65	29.15	30.80	31.35	33.00	33.55	.....	.....	42.55	44.25	44.75	.....	52.58	52.60	55.50	.....	.....
"Gillette Safety"	G.T.	2.75	3.00	.....	3.75	.....	4.00	4.30	.....	.....	4.85	5.00	5.15	5.25	5.45	5.65	.....	.....	6.45	6.60	6.85	.....	8.00	8.15	8.30	.....	.....
April 1	R.T.	.....	3.70	.....	4.65	.....	4.90	5.35	.....	.....	6.00	6.05	6.15	6.30	6.55	6.55	.....	.....	8.10	8.25	8.40	.....	9.65	9.90	10.00	.....	.....
Globe Rubber Tire	(5000 miles) P.	18.50	†18.20	†22.95	23.70	†26.20	26.95	29.30	.....	†33.85	†32.10	32.45	34.05	35.65	35.65	36.85	†45.85	d42.40	43.95	45.30	46.60	47.90	53.75	55.55	56.85	†73.95	†75.45
Mfg.Co.,	Good Grip (6000 miles) N.S.	†20.80	†20.70	†25.45	26.20	†28.60	30.20	33.75	.....	†37.30	†35.45	36.05	37.65	38.35	39.90	40.25	†50.00	d47.25	49.35	52.25	55.40	57.30	61.85	63.15	67.55	†84.35	†90.45
Trenton, N.J.	R.T.	3.25	3.40	3.65	3.95	4.15	4.20	4.40	.....	5.45	5.55	5.70	5.90	6.05	6.15	6.35	7.20	7.30	7.45	7.55	7.75	7.90	8.85	9.10	9.20	10.25	10.40
April 2	G.T.	2.85	3.05	3.25	3.60	3.65	3.70	3.90	.....	4.80	4.95	5.05	5.25	5.35	5.50	5.60	6.40	6.50	6.60	6.70	6.90	7.00	7.90	8.05	8.20	9.10	9.30
Goodrich Co., B. F.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	23.00	25.75	24.30	24.75	25.95	26.50	30.25	28.25	37.00	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	67.75	61.20
Akron, O.	N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	24.10	27.00	25.45	26.00	27.15	27.85	31.80	29.65	38.90	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	71.10	64.25
April 2	R.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.00	8.10	9.25	9.45
	B.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.50	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	10.30	10.50
	Straightside Silvertown Ribbed Tread	.....	.....	.....	.....	.....	34.20	.....	.....	.....	.....	43.50	44.65	45.85	.....	.....	49.00	50.25	51.60	52.85	54.10	.....	64.20	.....	67.20	.....	81.50
	Q. D. Silvertown Ribbed Tread	.....	.....	.....	.....	.....	35.75	.....	.....	.....	.....	45.50	46.70	47.95	.....	50.30	51.25	52.55	53.95	55.25	56.90	57.90	67.10	68.65	70.25	.....	85.20
	Straightside Silvertown Safety Tread	.....	.....	.....	.....	.....	35.90	.....	.....	.....	.....	45.70	46.90	48.20	.....	.....	51.50	52.80	54.20	55.50	56.80	.....	67.40	.....	70.55	.....	85.60
	Q. D. Silvertown Safety Tread	.....	.....	.....	.....	.....	37.55	.....	.....	.....	.....	47.80	49.05	50.35	.....	.....	53.85	55.20	56.65	.....	59.30	.....	70.45	.....	73.75	.....	89.45
Goodyear Tire & Rubber Co.,	P.	c12.10	c13.05	c16.60	§16.60	c17.80	19.40	*22.00	.....	.....	§25.85	26.40	27.70	28.35	*29.65	30.10	d35.30	d36.40	37.60	*39.35	39.95	*41.65	*46.15	46.85	*48.90	d75.55	.....
Akron, O.	All Weather N.S.	c14.20	c15.25	c19.40	§19.40	c20.90	22.70	*25.75	.....	.....	§30.25	30.90	32.45	33.15	*34.65	35.20	d41.30	d42.65	44.00	*46.00	46.70	*48.75	*57.70	58.50	*61.10	d94.45	.....
April 2	Regular Tubes	2.95	3.05	3.25	3.45	3.65	3.80	4.10	.....	.....	4.90	5.05	5.25	5.35	5.45	5.55	6.50	6.60	6.65	6.75	6.90	7.10	8.10	8.25	8.40	.....	
	Heavy Tourist Tubes	.....	3.95	.....	4.50	.....	4.95	5.35	.....	.....	6.40	6.60	6.75	6.95	.....	7.20	8.40	.....	8.65	8.80	8.95	9.25	10.50	10.75	10.95	11.70	11.90
	Cord Ribbed	.....	.....		d32.00	.....	d34.20	d36.40	.....	.....	d42.00	d43.50	d44.65	d45.85	.....		d49.00	d50.25	*51.60	d52.85	*54.10	.....	*64.20	.....	*67.20	.....	*81.50
	Cord N.S.	.....	.....		d36.05	.....	d38.50	d41.00	.....	.....	d47.30	d48.95	d50.25	d51.60	.....	.....	d55.15	d56.55	*58.05	d59.45	*60.90	.....	*72.20	.....	*75.65	.....	*91.70
Gordon Tire & Rubber Co.,	P.	.....	c14.35	.....	c18.35	.....	d21.55	.....	.....	.....	c28.45	c29.05	d30.45	d31.20	.....		.....		.....	d43.60	d43.95	.....	50.75	.....	c53.80	.....	.....
Canton, O.	N.S.	c14.20	c15.25	.....	c19.40	c20.90	22.70	q25.75	.....	.....	c30.25	30.90	32.45	33.15	*34.65	35.20	.....	d42.65	*44.00	46.00	46.70	*48.75	*57.70	q58.50	61.10	.....	.....
April 2 (5000 miles)	G.T.	3.40	3.55	.....	4.05	4.30	4.45	4.80	.....	.....	5.75	5.95	6.10	6.25	6.35	6.50	.....	7.70	7.80	7.90	8.05	8.35	9.45	9.70	9.85	.....	.....
	R.T.	3.85	3.95	.....	4.50	4.75	4.95	5.35	.....	.....	6.40	6.60	6.75	6.95	7.05	7.20	.....	8.50	8.65	8.80	8.95	9.25	10.50	10.75	10.95	.....	.....

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Great Easton Rubber Co.,	P.	15.85	13.65	......	20.30	22.45	23.10	25.15	......	......	27.50	28.85	30.20	30.60	31.00	32.00	......	d38.40	38.95	40.00	41.00	42.05	47.10	48.65	49.75	......	......
Allentown, Pa.,	N.S.	17.85	17.75	......	22.45	24.55	25.90	28.95	......	......	32.80	33.95	34.30	35.35	36.20	36.95	......	d44.50	46.30	47.60	48.50	49.90	55.65	57.90	59.95	......	......
"Crown"	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
April 2	R.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.50	......	......
Gryphon Rubber & Tire Co.,	P.	......	†18.85	......	†22.90	†25.40	26.90	......	......	......	†31.50	32.65	33.90	35.05	36.10	37.20	......	......	43.15	44.45	45.70	46.90	53.05	54.60	55.95	......	......
New York City	N.S.	......	†22.50	......	†28.15	†29.05	32.15	......	......	......	†38.85	40.10	41.30	42.75	44.15	46.60	......	......	50.00	53.10	57.65	58.85	65.55	68.10	69.70	......	......
April 2 (6000 miles)	G.T. & R.T.	......	3.55	......	4.55	4.70	4.90	5.20	......	......	5.80	5.90	6.10	6.30	6.40	6.55	......	7.65	7.19	8.05	8.35	8.60	9.45	9.65	10.00	......	......
Hamilton Rubber Mfg.	April 24 N.S.	13.45	14.40	......	18.65	19.65	21.40	24.20	25.60	27.10	28.60	29.15	30.60	31.25	32.80	33.35	......	39.80	41.60	43.45	44.10	45.95	52.85	53.65	55.75	......	70.80
Co., Trenton, N.J.	Pure Gum T.	2.85	2.90	......	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	......	......	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	9.45
April 20	PerfectionPinkT.	3.30	3.40	......	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	10.80
Hardman Tire & Rubber Co.,	P.	......	18.00	19.00	22.50	24.00	25.75	28.00	......	......	31.00	32.00	35.00	37.00	38.00	40.00	42.00	43.50	45.00	47.00	49.00	51.00	54.50	56.00	58.00	77.00	80.00
Belleville, N.J.	(5000 miles) N.S.	......	21.25	24.35	26.75	27.50	30.00	32.50	......	......	37.00	39.00	40.25	41.50	42.50	44.00	46.00	47.50	49.75	53.00	56.75	58.00	64.50	67.00	69.00	86.00	91.00
May 1	R.T.	......	3.95	4.35	5.00	5.10	5.25	5.85	......	......	6.30	6.50	6.75	6.95	7.30	7.40	8.40	8.50	8.70	8.90	9.20	9.35	10.45	10.75	10.90	12.50	12.75
	P.	......	13.75	......	18.50	19.50	20.75	23.50	......	......	25.25	26.75	28.50	29.50	31.75	33.25	38.50	39.50	41.00	42.00	43.75	45.50	49.25	51.00	53.00	......	......
	Junior (3500 miles) N.S.	......	15.00	......	19.50	20.50	22.00	25.00	......	......	27.00	28.00	29.50	31.00	33.00	34.50	40.00	41.00	42.50	43.50	45.00	47.00	51.00	52.75	55.00	......	......
	G.T.	......	3.75	......	4.30	4.40	4.50	4.85	......	......	5.75	5.85	6.00	6.20	6.40	6.45	7.55	7.60	7.70	7.85	8.05	8.20	9.35	9.50	9.60	......	......
Hendrie Rubber Co., W.C.	P.	14.65	15.65	16.35	18.10	19.35	20.25	22.70	......	26.35	26.85	27.85	28.50	29.15	30.15	30.35	37.00	37.70	38.30	39.80	40.30	41.70	47.60	48.65	51.60	63.25	65.65
Torrance, Cal.	Inset N.S.	17.45	18.35	19.35	21.95	22.45	24.30	26.60	......	30.05	31.10	31.90	32.95	33.70	34.60	35.15	42.30	42.95	43.70	46.90	47.55	49.25	56.25	56.75	57.95	71.25	77.50
April 16	California N.S.	20.05	21.05	22.20	25.25	25.75	29.00	30.55	......	34.50	35.75	36.65	37.90	38.75	39.85	40.45	48.65	49.45	50.20	53.90	54.65	56.60	64.65	65.20	66.65	81.95	89.10
	G.T.	3.15	3.30	3.70	3.85	4.00	4.05	4.30	......	5.25	5.35	5.50	5.70	5.85	5.95	6.10	6.95	7.10	7.15	7.25	7.50	7.60	8.55	8.25	8.90	9.80	10.00
	California R.T.	3.95	4.00	4.10	4.80	4.85	4.90	5.20	......	6.10	6.25	6.35	6.50	6.65	6.75	6.90	8.35	8.55	8.75	8.95	9.15	9.35	10.60	10.70	10.90	11.45	11.60
Hercules Tire Co.,	P.	6.80	7.20	......	9.30	9.75	10.70	11.95	......	13.75	14.35	14.60	15.25	15.55	16.35	16.35	......	......	20.80	21.60	21.90	22.70	24.60	24.95	25.85	......	......
1789 Broadway, N.Y.	N.S.	7.20	7.60	......	9.75	10.20	11.20	12.55	......	14.40	15.10	15.35	16.00	16.25	16.95	17.25	......	......	21.85	22.70	32.95	23.80	25.85	26.15	27.15	......	......
Feb. 1 (4000 miles)	Tubes	1.82	1.93	......	2.16	2.23	2.27	2.42	......	2.90	2.97	3.07	3.14	3.23	3.33	3.37	......	......	4.05	4.15	4.17	4.27	4.92	4.97	5.05	......	......
Hood Tire Co.,	P.	c18.80	c19.20	c20.70	25.50	c27.25	28.65	*30.65	......	......	c33.50	34.10	34.75	35.65	36.65	37.65	d50.00	*47.20	49.10	50.35	51.35	*52.50	*62.00	†63.25	64.25	q82.50	q83.25
Watertown, Mass.	Arrow N.S.	c22.50	c23.00	c25.00	29.50	c31.90	33.15	*35.50	......	......	c39.75	40.60	41.70	42.50	44.50	46.75	d55.50	*56.30	56.90	58.10	58.75	*59.75	*68.60	†69.60	70.90	q87.50	q91.50
May 1	Puritan P.	......	c15.20	......	c17.10	c18.50	19.50	*22.00	......	......	c27.50	*28.25	*29.00	*29.65	*30.75	*31.85	......	*36.85	*37.95	*39.35	*40.00	*41.55	*47.30	q48.95	q49.70	......	......
	Puritan N.S.	......	c17.20	......	c19.70	c21.20	22.75	*26.00	......	......	c32.10	*32.50	*32.90	*33.50	*34.25	*35.50	......	*43.45	*44.40	*45.90	*46.50	*47.85	*55.70	q57.40	q58.50	......	......
	Hood T.	3.85	4.00	4.50	4.75	4.90	4.95	5.20	......	5.80	5.90	6.00	6.10	6.25	6.40	6.55	7.65	7.80	7.95	8.10	8.35	8.60	9.45	9.60	9.75	11.20	11.75
	Puritan T.	3.40	3.45	......	4.05	4.20	4.40	4.80	5.20	5.40	5.15	5.25	5.35	5.50	5.90	6.30	6.85	6.95	7.05	7.15	7.25	7.60	8.30	8.45	8.60	10.00	11.00
Howe Rubber Co.,	N.S.	c19.20	c20.20	......	c25.70	......	*29.40	q31.25	......	......	c35.70	*36.80	*37.75	*39.00	q40.50	*42.80	......	d46.25	*48.20	*50.25	*52.80	q54.05	*60.00	q62.50	*63.95	......	......
New Brunswick, N.J.	G.T.	2.75	2.85	3.05	3.25	3.35	3.45	3.60	......	4.35	4.45	4.65	4.75	4.85	4.95	5.10	5.90	6.00	6.05	6.15	6.25	6.45	7.40	7.50	7.65	8.25	8.35
Feb. 1	R.T.	3.40	3.45	3.60	4.15	4.20	4.35	4.60	......	5.30	5.40	5.50	5.65	5.75	5.90	6.00	7.30	7.45	7.60	7.85	7.95	8.15	9.25	9.35	9.45	10.00	10.10
Indiana Rubber & Ins. Wire Co.,	P.	11.15	11.40	15.10	14.45	15.80	17.40	19.70	......	......	23.00	23.40	24.75	25.20	26.15	26.60	......	33.75	34.50	35.75	36.30	37.75	42.00	42.75	44.00	......	......
Jonesboro, Ind.	N.S.	c12.50	§12.90	*17.15	§16.40	§17.65	*19.50	*22.25	......	......	§26.05	*26.50	*28.00	*28.50	*30.00	*30.50	......	*38.30	*38.65	*40.20	*40.65	*42.15	*47.95	*48.55	*50.35	......	......
January 1 (3500 miles)	G.T.	2.60	2.65	3.05	3.00	3.25	3.35	3.60	......	......	4.20	4.40	4.60	4.75	4.85	4.95	......	5.60	5.70	5.95	6.00	6.15	6.75	6.85	6.95	......	......
	R.T.	3.00	3.10	3.45	3.55	3.75	3.95	4.15	......	......	4.90	5.00	5.25	5.35	5.45	5.55	......	6.50	6.65	6.70	6.90	7.10	7.85	8.05	8.20	......	......
Kansas City Tire &	P.	†12.25	†12.75	†16.60	†16.25	†17.75	19.20	21.65	†27.25	†29.00	†25.30	25.75	27.25	27.70	†28.75	†29.25	......	......	†37.95	39.30	39.95	†41.55	46.25	†47.05	48.75	......	......
Rubber Corp.,	Chester N.S.	†13.75	†14.25	†18.85	†18.15	†19.40	21.45	24.50	†31.10	†34.10	†28.65	29.15	30.80	31.35	†33.00	†33.55	......	......	†42.50	44.20	44.70	†46.40	54.50	†55.50	57.35	......	......
Chester, W. Va.	P.	c12.25	c12.75	......	c16.25	c17.75	19.20	*21.65	......	......	25.30	§25.75	*27.25	*27.70	*28.75	q29.25	......	......	q37.95	*39.30	*39.95	q41.55	*46.25	q47.05	*48.75	......	......
April 2 (4000 miles)	"Bull" N.S.	c13.75	c14.25	......	c18.15	c19.40	21.45	*24.50	......	......	28.65	§29.15	*30.80	*31.35	*33.00	q33.55	......	......	q42.50	*44.20	*44.70	q46.40	*54.50	q55.20	*57.35	......	......
	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	......	......	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	R.T.	3.30	3.40	3.80	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
‡Keaton Tire & Rubber Co.,	P.	......	17.00	......	21.95	......	23.95	......	......	......	29.90	32.15	32.90	34.65	......	37.10	......	42.05	43.20	44.40	45.40	46.55	54.40	55.70	57.20	68.40	70.20
San Francisco, Cal.	N.S.	......	......	......	23.90	......	26.40	......	......	......	34.95	37.30	37.90	39.85	......	42.25	......	47.95	49.55	51.00	52.85	53.85	60.75	62.95	65.10	78.30	80.80
Jan. 1 (5000 miles)	R.T	......	3.55	......	4.20	......	4.40	......	......	......	5.45	5.55	5.70	5.95	......	6.20	......	7.20	7.40	7.60	7.80	7.95	9.20	9.35	9.55	10.50	10.75
Kelly Springfield Tire	(5000 miles) P.	c19.70	c18.85	......	22.90	†25.40	26.90	29.25	†37.80	†40.45	*31.50	32.65	33.90	35.05	36.10	37.20	†50.60	†41.70	43.15	44.45	45.70	46.90	53.05	54.60	55.95	†72.95	†83.80
Co.,	(6000 miles) Driving T.	......	......	......	......	......	......	......	......	......	c38.30	*39.35	*40.45	*41.60	*43.80	*45.95	......	*48.10	*49.90	*52.25	*57.55	*58.60	*65.00	*68.00	*69.25	......	q90.55
New York	(6000 m.) Kant Slip N.S.	c23.90	c22.50	......	c28.15	c29.05	32.15	*34.90	......	......	†38.85	*40.10	*41.30	*42.75	*44.15	*46.60	......	*48.35	*50.10	*53.10	57.65	*58.85	*65.55	68.10	69.70	q86.70	q100.85
April 22	G. & R. Tubes	3.45	3.55	3.80	4.55	4.70	4.90	5.20	5.55	5.65	5.80	5.90	6.10	6.30	6.40	6.55	7.40	7.65	7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65
Knight Tire &	Blackstone P.	......	14.25	......	18.15	19.40	21.45	30.40	......	......	28.65	29.15	30.80	31.35	......	33.55	......	42.15	42.50	44.20	44.70	......	......	......	57.35	......	......
Rubber Co.,	Knight P.	......	20.50	......	25.40	27.30	28.00	34.90	......	......	33.80	34.95	36.00	37.30	......	39.30	......	43.10	44.30	45.45	47.45	49.55	55.45	56.60	58.85	......	......
Canton, O.	N.S.	......	22.50	......	28.15	29.05	32.15	......	......	......	38.85	40.10	41.30	42.75	......	46.60	......	48.35	50.10	53.10	57.65	58.85	65.55	68.10	69.70	86.70	92.85
April 9	Silver King T.	......	3.10	......	3.60	3.75	3.80	4.05	......	......	4.80	4.95	5.10	5.30	......	5.55	......	6.35	6.40	6.60	6.70	6.90	7.75	7.90	8.05	......	......
	Knight T.	......	3.65	......	4.65	4.85	5.00	5.40	......	......	5.80	6.00	6.25	6.50	6.75	7.00	......	7.90	8.10	8.30	8.60	9.00	9.40	9.80	10.10	11.50	13.00
Kokomo Rubber Co.,	P.	c14.10	c14.65	......	c19.05	......	§22.00	......	......	......	c29.15	d29.70	*31.15	*31.80	......	*33.95	......	......	*42.85	*44.80	*45.55	*47.40	......	......	*54.15	......	......
Kokomo, Ind.	N.S.	c14.80	c15.40	......	c19.90	......	§23.35	......	......	......	c30.60	d31.25	*32.60	*33.40	......	*35.60	......	......	*45.10	*47.10	*47.75	*49.75	......	......	*56.85	......	......
April 5	Kokomo G.T.	3.20	3.40	3.60	4.00	4.20	4.25	4.50	4.75	......	5.25	5.35	5.55	5.70	5.90	6.05	......	......	6.90	7.15	7.35	7.60	8.65	9.00	9.25	9.75	......
(5000 miles)	Standard R.T.	3.60	3.70	3.90	4.50	4.70	4.75	5.00	5.25	......	5.85	6.00	6.10	6.30	6.60	6.75	......	......	7.75	7.90	8.15	8.45	9.60	9.75	10.00	10.80	......
	Kokomo G.T.	3.85	3.95	4.40	4.75	4.95	5.00	4.55	5.65	......	6.20	6.30	7.50	6.70	6.90	7.15	......	......	8.15	8.40	8.65	8.95	10.15	10.35	10.55	12.05	......
	Everlaster R.T.	4.20	4.35	4.95	5.35	5.50	5.60	5.85	6.25	......	6.90	7.00	7.20	7.40	7.65	7.95	......	......	9.10	9.30	9.55	9.95	11.30	11.35	11.65	13.40	......
Lancaster Tire & Rubber Co.,	P.	c12.10	c13.05	......	16.60	......	*19.40	......	......	......	c25.85	*26.40	*27.70	*28.35	*29.65	*30.10	......	......	*37.60	*39.35	*39.95	*41.65	*46.15	*46.85	*48.90	......	q66.85
Lancaster, O.	Clingstone N.S.	c14.20	c15.25	......	19.40	......	*22.70	......	......	......	c30.25	*30.90	*32.45	*33.15	*34.65	*35.20	......	......	*44.00	*46.00	*46.70	*48.75	*57.70	*58.50	*61.10	......	q83.50
April 10	G.T.	2.95	3.05	......	3.45	......	3.80	......	......	......	4.90	5.05	5.25	5.35	5.45	5.55	......	......	6.65	6.75	6.90	7.10	8.10	8.25	8.40	......	9.20
(5000 miles)	P.	......	c18.85	......	22.90	c25.40	*26.90	......	......	......	c31.50	*32.65	*33.90	35.05	36.10	37.20	......	......	43.15	44.45	45.70	*46.90	*53.05	54.60	55.95	q72.95	q83.80
(6000 miles)	Wiregrip N.S.	......	c22.50	......	28.15	29.05	*32.15	......	......	......	c38.85	*40.10	*41.30	42.75	44.15	46.60	......	......	50.10	53.10	57.65	*58.85	*65.55	68.10	69.70	q86.70	q100.75
	G.T.	3.45	3.55	......	4.55	4.70	4.90	5.20	......	......	5.80	5.90	6.10	6.30	6.40	6.55	......	......	7.90	8.05	8.35	8.60	9.45	9.65	10.00	10.65	10.90
Lee Tire & Rubber Co.,	Lee P.	13.80	13.20	15.35	17.10	18.60	19.50	23.20	25.55	26.55	24.65	26.50	27.50	28.50	31.20	30.35	37.90	38.80	38.20	39.70	40.20	41.85	45.20	45.90	47.60	69.10	71.45
Conshohocken, Pa.	Standard N.S.	14.95	14.50	18.60	18.80	20.45	21.45	28.10	31.60	30.55	27.75	29.85	31.35	32.40	35.10	34.30	43.60	44.60	43.95	45.65	46.25	48.10	52.15	52.85	55.10	81.55	84.00
April 10	Puncture P.	21.75	22.45	24.60	28.30	31.05	32.35	34.95	36.30	38.90	37.85	39.10	40.35	41.65	45.40	44.90	49.45	51.05	49.95	52.00	54.15	55.80	64.05	65.75	67.40	81.05	84.43
(5000 miles)	Proof N.S.	24.37	24.95	27.45	31.45	34.00	36.00	39.35	41.05	42.45	41.30	43.00	44.70	45.90	50.00	49.51	56.10	56.05	56.35	59.15	61.50	63.50	72.70	74.55	76.81	92.35	95.80
	G.T.	3.00	3.10	3.35	3.75	3.85	4.00	4.05	4.25	4.75	4.90	5.05	5.20	5.35	5.55	5.70	6.35	6.40	6.55	6.80	6.95	7.10	8.05	8.15	8.40	8.65	8.85
	Velvet R.T.	3.55	3.75	4.00	4.35	4.50	4.65	5.05	5.20	5.65	5.75	6.00	6.20	6.45	6.65	6.70	7.70	8.05	8.10	8.20	8.45	8.75	9.35	9.45	9.65	10.10	10.25
L. & M. Tire Co.,	P.	12.25	12.75	......	16.25	17.75	19.20	21.65	22.75	24.95	25.30	25.75	27.25	27.70	28.75	29.25	......	......	37.95	39.30	39.95	41.55	46.25	47.05	48.75	60.85	64.00
Carrollton, Ohio	N.S.	13.75	14.25	......	18.50	19.40	21.45	24.50	25.15	27.45	28.65	29.15	30.80	31.35	33.00	33.55	......	......	42.50	44.20	44.70	46.40	54.50	55.50	57.35	70.25	71.75
April 25 (4000 miles)	G.T.	3.00	3.20	......	3.70	3.80	3.90	4.05	4.25	5.00	5.15	5.25	5.45	5.60	5.70	5.85	......	......	6.85	7.00	7.15	7.30	8.15	8.35	8.50	9.15	9.45
"L. & M. Buckskin"	R.T.	3.55	3.80	......	4.40	4.55	4.70	4.85	5.10	6.00	6.15	6.30	6.55	6.70	6.85	7.00	......	......	8.20	8.35	8.60	8.75	9.80	10.05	10.20	10.95	11.35

‡Prices apply only to Pacific States. See Mohawk Rubber Co. for extra prices and Middle West.

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Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
McGraw Tire & Rubber	Imperial P.	c12.65	c12.40	c16.50	16.25	c16.90	18.90	21.95	c25.20	c26.35	c24.70	25.40	26.50	27.00	30.65	28.85	c37.00	......	36.15	37.90	38.50	39.65	43.35	48.30	45.90	......	......
Co.,	Pullman N.S.	c13.50	c13.00	......	16.70	c17.90	19.75	23.45	......	c27.45	c25.90	26.55	27.65	28.40	32.15	30.10	c39.00	d36.75	38.20	39.60	40.40	41.85	45.50	51.40	48.15	......	......
East Palestine, O.	Congress G.T.	3.10	3.05	3.50	3.55	3.85	3.95	4.55	4.70	4.95	4.75	4.85	5.00	5.20	5.70	5.45	6.50	6.30	6.45	6.55	6.70	7.00	8.00	8.50	8.20	......	......
April 2 (3500 miles)	R.T.	3.50	3.40	3.80	4.20	4.25	4.35	4.65	4.95	5.35	5.50	5.60	5.85	6.10	6.25	6.35	7.10	7.15	7.30	7.40	7.50	7.75	8.90	9.20	9.00	......	......
McLean Tire &	Safety Bar N.S.	12.90	13.85	......	17.95	......	20.65	23.40	......	......	27.50	28.10	29.50	30.15	......	32.00	......	......	40.00	41.80	42.45	44.30	49.95	50.65	52.90	......	......
Rubber Co., East Liverpool, O.	Tubes	2.75	2.85	......	3.25	......	3.40	3.60	......	......	4.45	4.60	4.75	4.85	......	5.05	......	......	6.05	6.15	6.25	6.45	7.35	7.50	7.65	......	......
Jan. 2																											
McNaull Tire Co., Toledo, O.		......	......	......	......	......	......	......	......	......	......	......	3..81	......	......	......	......	49.74	......	52.79	......	56.75	64.23	67.68	67.68	......	91.43
Jan. 5 (6000 miles)																											
Marathon Tire & Rubber Co.,	Runner	c17.00	c17.60	......	c21.90	c22.65	24.40	*25.95	......	......	c34.15	*35.30	*36.45	*37.60	*38.80	*39.95	d42.85	......	*46.85	*48.30	*49.70	*51.15	*56.75	*58.50	*60.30	q75.65	q77.85
Cuyahoga Falls, O.	Angle N.S.	c18.00	c18.60	......	c23.55	c24.30	26.45	*28.00	......	......	c36.50	*37.70	*38.85	*40.00	*41.15	*42.30	d47.30	*49.35	*50.75	*52.20	*53.65	*55.05	*62.90	*64.70	*66.45	q82.05	q84.25
April 3 (5000 miles)	Elastic Runner	......	......	......	......	......	*26.80	*28.45	......	......	......	*38.50	*39.65	*40.80	*41.95	*43.10	d47.65	......	*51.90	*53.35	*54.80	*56.20	*65.55	*67.30	*69.10	q86.70	q88.90
	Elastic Angle N.S.	......	......	......	......	......	*20.00	*30.65	......	......	......	*41.25	*42.40	*43.55	*44.70	*45.85	d52.65	*54.80	*56.20	*57.65	*59.05	*60.50	*69.50	*71.30	*73.05	q94.05	q96.25
	G.T.	2.80	3.05	......	3.75	3.90	4.05	4.40	......	......	5.00	5.15	5.35	5.50	5.65	5.85	6.60	6.80	7.05	7.25	7.50	7.70	8.50	8.80	9.05	10.15	10.50
	R.T.	3.10	3.30	......	4.15	4.30	4.45	4.80	......	......	5.55	5.70	5.90	6.05	6.20	6.40	7.45	7.65	7.85	8.10	8.30	8.50	9.50	9.80	10.05	11.25	11.06
Mason Tire & Rubber Co.,	P.	12.25	12.95	......	16.55	17.75	19.25	21.80	......	......	25.30	25.75	27.25	27.70	28.75	29.25	......	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	......	......
Kent, O.	N.S.	14.00	15.00	......	19.25	20.60	22.55	25.50	......	......	28.65	29.15	30.80	31.35	33.00	33.55	......	42.15	42.50	44.20	44.70	46.40	54.50	55.50	57.35	......	......
April 2	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	R.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
Mattson Rubber Co.,	P.	†12.04	†13.15	†14.25	16.43	†17.54	18.65	19.73	......	†21.90	23.02	24.10	25.20	26.30	27.41	28.49	......	......	31.28	32.35	33.41	34.52	†38.24	39.42	40.55	......	......
Lodi, N.J.	N.S.	†12.64	†13.79	†14.96	17.25	†18.41	19.56	20.71	......	†23.00	24.16	25.31	26.46	27.62	28.77	29.91	......	......	32.79	33.97	35.08	36.25	†40.26	41.42	42.58	......	......
	Grey Tubes	3.00	3.05	3.35	3.65	3.75	4.00	4.05	......	4.20	4.55	4.80	5.00	5.15	5.15	5.20	......	......	5.35	5.50	5.95	6.30	6.50	6.65	6.90	......	......
Michelin Tire Co.,	P.	c13.60	c14.20	......	c20.50	......	21.70	*23.05	......	......	......	*29.25	*29.90	30.50	q32.00	*33.20	c36.85	......	†39.30	*41.10	*42.25	q43.45	q48.00	q40.45	*50.20	......	c59.90
Milltown, N.J.	Universal	......	......	......	c20.70	......	d23.10	d24.60	......	......	c29.15	*31.35	*32.20	*32.75	q33.55	*35.50	......	......	*43.30	*45.55	*46.50	q48.10	*53.10	q54.35	*55.00	......	......
April 2	Tubes	3.30	3.50	......	3.95	3.50	4.10	4.50	......	5.10	4.80	5.40	4.95	5.80	5.30	6.15	7.25	......	7.60	6.80	8.00	7.25	9.35	9.45	9.60	10.50	10.50
Mohawk Rubber Co.,	P.	c16.85	c17.70	......	21.60	c23.90	25.25	*27.60	......	......	c31.80	*32.85	33.80	35.00	*36.20	38.20	......	*41.15	43.05	44.85	47.35	*48.40	*53.70	†55.80	57.10	q71.05	......
Akron, O.	Ribbed	......	c19.00	......	c23.35	......	d27.30	......	......	......	c34.60	d35.70	d36.75	*37.85	......	......	......	......	*46.50	d48.45	*51.25	......	*58.40	......	*61.60	......	......
April 2	N.S.	c20.30	c21.35	......	27.00	c28.00	31.00	*33.80	......	......	c37.45	38.80	39.80	41.30	*42.70	45.15	......	*48.65	50.80	53.00	55.65	*57.00	*63.30	†66.00	67.50	q83.80	q87.00
	R.T.	3.40	3.55	......	4.55	4.70	4.90	5.20	......	......	5.75	5.85	6.10	6.25	6.35	6.55	7.35	7.65	7.85	8.00	8.25	8.60	9.35	9.65	9.95	11.40	11.60
	Keaton N.S.	......	......	......	c28.40	......	d32.70	......	......	......	c39.45	d40.85	d41.95	d43.50	......	......	......	......	*54.00	d55.00	*58.00	......	*67.00	......	*70.25	......	......
Mutual Tire & Rubber	(4500 miles) P.	c15.35	c16.50	......	c21.50	c22.70	24.70	§27.95	......	......	c32.85	33.45	35.05	35.90	37.60	38.25	†47.10	......	47.80	49.90	50.70	52.70	55.80	56.60	59.05	q83.30	q84.40
Co.,	(5500 miles) N.S.	c18.10	c19.35	......	c24.70	c25.95	28.50	§32.25	......	......	c37.75	38.45	40.45	41.20	43.15	43.55	†53.05	......	56.10	58.65	59.55	62.00	68.70	69.70	72.80	q97.85	q101'15
New York City May 1	Red Tubes	4.00	4.10	......	5.00	5.05	5.25	5.50	......	......	6.50	6.75	6.85	7.00	7.20	7.40	8.75	......	9.10	9.35	9.55	9.75	11.00	11.20	11.35	12.00	12.10
National Rubber Co.,	N.S.	......	c16.00	......	c20.00	c20.00	*28.00	*32.00	......	......	c33.35	c34.65	*36.00	*37.35	*38.65	*40.00	......	d50.65	*50.65	*52.00	*53.35	*56.00	*65.35	*66.65	*66.65	......	......
Pottstown, Pa., "Speedway"	Tubes	3.40	3.50	......	4.50	4.70	4.85	5.15	5.50	5.60	5.00	5.85	6.05	6.20	6.35	6.50	......	7.70	7.80	8.00	8.25	8.55	9.35	9.55	9.90	11.35	11.55
January 1 (5000 miles)																											
National Tire & 3500	"Capital" P.	c12.65	c12.40	......	c16.25	c16.90	18.90	*21.95	......	*26.35	24.70	*25.40	26.50	*27.00	*30.65	*28.85	......	......	*36.15	*37.90	*38.50	*39.65	*43.35	q48.30	q45.90	......	......
Rubber Co., miles	"Capital" N.S.	c13.50	c13.00	......	c16.70	c17.90	19.75	*23.45	......	*27.45	25.90	*26.55	27.65	*28.40	*32.15	*30.10	......	......	*38.20	*39.00	*40.40	*41.85	*45.50	q51.40	q48.15	......	......
East Palestine, O.	"Record" N.S.	......	c13.00	......	c16.70	......	d19.75	......	......	......	c25.90	q26.55	*27.65	*28.40	......	......	......	......	......	......	......	......	......	......	......	......	......
April 2	"Highway" N.S.	c13.50	c13.00	......	c16.70	......	*19.75	......	......	......	c25.90	d26.55	*27.65	*28.40	......	......	......	......	......	......	......	......	......	......	......	......	......
	"Paragum" G.T.	3.10	3.05	3.50	3.55	3.85	3.95	4.55	4.70	4.95	4.75	4.85	5.00	5.20	5.70	5.45	......	......	6.45	6.55	6.70	7.00	8.00	8.50	8.20	......	......
	"Redman" T.	3.50	3.40	3.80	4.20	4.25	4.35	4.65	4.95	5.35	5.50	5.60	5.85	6.10	6.25	6.35	......	......	7.30	7.40	7.50	7.75	8.90	9.20	9.00	......	......
National Tire Co.,	P.	†11.10	†10.80	†14.40	13.95	†14.60	16.85	20.80	......	......	†20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Trenton, N.J.	N.S.	†11.65	†11.35	†15.10	14.70	†15.35	17.70	21.85	......	......	†21.60	23.05	23.70	24.60	28.00	26.15	......	......	31.20	32.55	34.20	35.15	40.30	45.60	43.10	......	......
	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	......	......	3.85	3.95	4.10	4.25	4.80	4.50	......	......	5.20	5.40	5.60	5.80	6.55	7.35	6.85	......	......
	R.T.	3.15	3.00	3.40	3.35	3.60	3.75	4.40	......	......	4.25	4.35	4.50	4.70	5.30	4.95	......	......	5.70	5.95	6.15	6.40	7.20	8.10	7.55	......	......
Needham Tire Co.,	P.	c12.00	c13.00	......	16.50	17.50	*19.25	*21.65	......	......	25.75	*26.35	*27.65	*28.15	*29.30	*29.75	......	*36.25	*37.50	*39.20	*39.70	*41.20	*44.60	*45.20	*46.90	q64.95	q66.55
Charles River, Mass.	N.S.	......	......	......	19.00	19.90	22.10	*24.75	......	......	29.85	*30.30	*31.70	*32.25	*33.60	*34.05	......	*42.30	*43.20	*44.95	*4.545	*47.20	*51.10	*51.75	*53.75	q74.40	q76.25
April 2 (3500 miles)	T.	2.80	2.90	......	3.30	3.40	3.45	3.60	......	......	4.55	4.70	4.85	4.95	5.05	5.15	......	6.10	6.20	6.30	6.40	6.60	7.55	7.70	7.85	8.45	8.55
Newcastle Rubber Co.,	P.	......	14.45	......	18.90	21.10	21.65	23.50	......	......	25.30	26.25	27.20	28.15	29.00	29.95	......	......	36.50	37.60	38.65	39.70	44.85	46.15	47.35	......	......
Pittsburgh, Pa.	N.S.	......	16.30	......	21.25	23.90	24.50	26.60	......	......	29.55	30.60	31.50	32.65	33.45	34.40	......	......	38.15	39.35	42.70	43.55	48.50	49.55	53.00	......	......
January 1	Shenango N.S.	......	......	......	......	......	d20.20	......	......	......	......	......	d35.00	*36.25	......	......	......	......	......	*43.70	q47.45	......	......	......	q58.90	......	......
	Pure Gum G.T.	......	3.20	......	4.10	4.25	4.40	4.70	......	......	5.20	5.30	5.50	5.65	5.75	5.90	......	......	7.10	7.25	7.50	7.75	8.50	8.70	9.00	......	......
New Jersey Carspring Co.,	P.	15.05	16.10	......	20.95	......	24.05	27.30	......	27.60	29.10	29.75	31.20	31.85	33.40	33.85	......	......	42.45	44.35	44.95	46.85	49.45	50.25	52.30	73.95	76.20
Jersey City, N.J.	C.N.S	......	16.90	......	21.95	......	25.25	28.65	......	28.95	30.55	31.20	32.75	33.50	35.05	35.60	......	......	44.55	46.50	47.20	49.15	51.90	52.90	55.00	77.65	79.90
February 1 (5000 miles)	Suction N.S.	......	......	......	24.60	......	28.30	32.15	......	32.45	34.15	34.95	36.60	37.50	39.20	39.80	......	......	49.85	52.05	52.90	55.10	58.10	59.10	61.50	86.95	89.50
	G.T.	2.70	2.80	2.95	3.20	......	3.30	3.55	3.65	4.25	4.35	4.50	4.65	4.75	4.85	5.00	5.75	......	5.95	6.05	6.15	6.25	7.20	7.35	7.45	8.00	8.10
	R.T.	2.95	3.10	3.25	3.95	......	4.30	4.65	4.90	5.20	5.45	5.55	5.75	5.90	6.05	6.20	6.55	......	6.90	7.05	7.20	7.35	8.15	8.35	8.50	9.10	9.30
Norwalk Tire & Rubber Co.,	P.	......	†17.85	......	†23.15	......	......	......	......	......	......	......	......	q38.80	......	......	......	......	......	......	q54.80	......	......	......	q63.85	......	......
Norwalk, Conn.	N.S.	......	†18.80	......	†24.30	†25.10	*27.95	......	......	......	†37.30	*37.95	*39.90	*40.80	......	q43.40	......	......	*54.25	*56.65	*57.50	q59.90	*63.35	q64.20	*67.10	......	......
April 2 (5000 miles)	G.T.	3.30	3.35	3.95	4.15	4.25	4.40	5.20	5.30	......	5.40	5.55	5.70	5.85	6.25	6.30	7.15	......	7.20	7.35	7.55	7.85	8.90	9.05	9.20	10.55	10.75
	R.T.	3.65	3.70	4.35	4.60	4.65	4.80	5.75	6.00	......	5.95	6.15	6.30	6.45	6.90	6.95	7.90	......	7.95	8.10	8.35	8.65	9.80	10.10	10.15	11.60	11.85
Ohio Tire & Rubber Co.,	P.	11.10	10.80	14.40	13.95	14.60	16.85	20.80	22.00	22.75	20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Mansfield, O.	N.S.	12.25	11.95	......	15.45	16.15	18.60	22.95	24.25	25.10	22.70	24.20	24.90	25.85	29.40	27.45	......	......	32.75	34.20	35.90	36.90	42.30	47.90	45.25	......	......
"Ohio"	G.T.	2.50	2.60	2.75	2.95	3.05	3.10	3.25	3.40	3.95	4.05	4.20	4.30	4.40	4.50	4.60	......	......	5.50	5.60	5.70	5.85	6.70	6.80	6.95	......	......
	R.T.	2.80	2.90	3.05	3.30	3.40	3.45	3.60	3.80	4.40	4.50	4.65	4.80	4.90	5.00	5.10	......	......	6.10	6.20	6.35	6.50	7.45	7.55	7.70	......	......
Orrville Rubber	Morgan (5000 miles) P.	c11.00	c13.85	......	c15.35	......	d17.65	......	......	......	c23.50	......	d25.20	d25.75	......	......	......	......	......	......	......	......	......	......	......	......	......
Co.,	(6000 miles) N.S.	c12.90	c13.85	......	c19.95	......	d20.65	......	......	......	d27.55	......	d29.50	d30.15	......	......	......	......	......	......	......	......	......	......	......	......	......
Orrville, Ohio.	G.T.	2.75	2.85	......	3.25	......	3.40	......	......	......	4.45	4.60	4.75	4.85	4.95	5.05	......	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.60	......	......
January 1	Sealon R.T.	3.55	3.70	......	4.25	......	4.40	......	......	......	5.85	6.00	6.15	6.25	6.45	6.60	......	7.70	7.85	8.05	8.20	8.35	9.60	9.75	9.90	......	10.80
Para-Ball Rubber Co.,	P.	12.40	12.55	15.30	16.30	17.15	18.90	24.70	......	27.05	24.95	25.45	26.65	27.30	32.00	29.65	......	......	36.75	38.40	39.00	40.60	43.85	51.15	46.45	......	......
Columbiana, O.	N.S.	13.05	13.20	16.30	17.10	18.05	19.85	25.85	......	29.70	26.20	26.75	28.00	28.65	34.55	30.45	......	......	38.00	40.30	40.95	42.00	46.00	53.70	48.80	......	......
April 5 (4000 miles)	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55	......	4.95	4.75	4.85	5.00	5.15	5.75	5.50	......	......	6.25	6.45	6.65	6.85	7.80	8.60	8.10	......	......
	R.T.	3.30	3.35	3.80	4.20	4.25	4.30	5.05	......	5.50	5.30	5.40	5.55	5.70	6.45	6.10	......	......	7.00	7.15	7.35	7.65	8.70	9.50	8.95	......	......

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x47	5½x37	5½x38
Pearce-Arrow Tire	Morton P.	11.00	11.85	......	15.35	16.20	17.65	20.00	......	......	24.00	......	25.20	25.75	26.95	27.35	33.10	34.10	34.20	35.75	36.20	39.85	43.95	44.55	45.30	......	......
& Rubber Mfg.	(3500 miles) N.S.	12.00	12.85	......	16.95	18.00	19.65	22.40	......	......	27.10	......	28.50	29.50	30.20	31.10	36.00	38.00	39.00	40.15	41.40	42.00	47.20	48.50	50.00	......	......
Co., Phila., Pa.	Germantown P.	......	17.50	......	21.95	22.25	24.00	39.00	......	......	33.15	34.75	35.95	36.10	40.00	......	38.15	45.25	46.75	48.75	50.50	52.00	56.50	......	58.15	......	......
	(5000 miles) Cord N.S.	......	18.25	......	23.75	25.00	27.30	41.50	......	......	36.35	37.10	38.95	39.70	42.35	......	45.00	50.20	51.90	54.25	55.00	57.30	63.80	......	64.75	......	......
	Puncture and Blow-Out Proof P.	......	20.20	......	25.50	28.00	29.20	31.60	......	......	36.00	37.20	38.40	39.50	41.15	42.60	45.20	46.20	47.50	49.40	52.65	55.00	61.00	62.50	64.00	......	......
	(5000 miles), N.S.	......	22.30	......	28.40	31.50	32.50	35.50	......	......	39.20	40.80	42.40	43.50	45.00	47.00	50.50	52.50	53.50	56.20	58.40	60.30	69.10	71.00	73.00	......	......
	R.T.	3.25	3.45	......	3.95	4.10	4.25	4.50	......	......	5.35	5.45	5.75	5.95	6.20	6.40	6.50	6.75	7.45	7.55	7.80	8.05	9.00	9.20	9.30	......	......
Peerless Tire & Rubber Co.,	N.S.	......	15.25	......	19.40	20.90	22.70	......	......	......	30.25	30.90	32.45	33.15	......	......	......	......	......	46.00	46.70	......	......	......	61.10	......	......
Green Bay, Wis.	G.T.	......	3.05	......	3.45	3.65	3.80	......	......	......	4.90	5.05	5.25	5.35	......	......	......	......	......	6.75	6.90	......	......	......	8.40	......	......
April 2	R.T.	......	3.40	......	3.95	4.15	4.20	......	......	......	5.35	5.50	5.70	5.95	......	......	......	......	......	7.40	7.55	......	......	......	9.10	......	......
Pennsylvania	(3500 m.) Bar Circle	11.70	12.30	......	15.95	16.90	18.75	20.75	......	......	24.50	24.95	26.10	26.75	27.95	28.45	......	34.90	36.05	37.65	38.30	39.80	43.00	45.00	43.55	56.40	58.70
Rubber Co.,	(6000 miles) Ebony	14.05	14.55	19.25	18.55	19.80	21.90	25.00	31.65	34.75	29.20	29.70	31.40	32.00	33.65	34.20	49.35	43.00	43.30	45.05	45.55	47.30	55.55	56.55	58.45	70.90	73.85
Jeanette, Pa.	(6000 m.) Vacuum C.	15.60	16.10	21.35	20.60	22.00	24.30	27.75	35.20	38.65	32.40	33.00	34.90	35.55	37.40	38.00	54.85	47.75	48.10	50.05	50.60	52.55	61.70	62.85	64.95	78.75	82.00
April 12	Paruco G.T.	2.80	2.90	3.15	3.40	3.55	3.70	4.05	4.40	4.90	4.95	5.05	5.25	5.45	5.55	5.75	6.50	6.65	6.70	6.80	6.95	7.25	8.15	8.25	8.40	8.80	9.00
	Pure Gum R.T.	3.50	3.70	3.90	4.30	4.50	4.50	4.80	5.15	5.70	5.90	6.00	6.20	6.45	6.55	6.80	7.65	7.80	7.90	8.05	8.20	8.55	9.55	9.75	9.95	10.40	10.65
Perfection Tire &	(5000 miles) P.	17.70	18.00	......	21.70	23.05	25.70	27.80	......	......	30.00	31.00	32.00	33.10	34.20	35.30	38.20	39.40	40.65	41.80	43.10	44.25	50.10	51.30	52.80	70.20	73.60
Rubber Co.,	(6000 miles) N.S.	20.85	21.05	......	26.60	27.55	30.60	33.00	......	......	36.90	38.10	39.20	40.45	41.75	43.10	......	46.00	47.60	50.00	52.40	54.60	62.10	64.30	65.70	81.70	83.40
Chicago, Ill. March 1	Tubes	3.20	3.30	3.50	4.20	4.35	4.50	4.80	5.10	5.25	5.35	5.45	5.65	5.80	5.90	6.05	6.85	7.10	7.30	7.45	7.70	7.95	8.75	8.95	9.25	10.55	10.75
Perfection Tube Co., April	G.T.	......	3.55	......	4.00	......	4.15	4.55	......	......	4.75	4.85	4.95	5.15	5.25	5.30	......	5.90	6.00	6.10	6.25	6.35	6.80	6.90	7.00	......	......
Painsville, O.	"Monarch" R.&B.Tubes	......	4.40	......	5.00	......	5.10	5.25	......	......	6.10	6.20	6.40	6.50	6.70	6.80	......	7.50	7.70	7.80	8.25	8.40	9.00	9.50	10.00	......	......
Pharis Tire & Rubber Co.,	P.	11.90	12.60	15.90	16.25	16.95	18.70	20.80	......	......	25.10	25.50	26.60	27.10	28.20	28.65	41.25	......	36.35	37.75	38.25	39.60	42.95	43.50	45.20	......	......
Newark, O.	N.S.	......	13.50	......	17.40	18.15	20.00	22.35	......	......	26.80	27.30	28.55	29.00	30.20	30.70	43.40	38.35	38.90	40.45	40.90	42.40	46.00	46.65	48.30	75.50	67.00
"Pyramid"	G.T.	2.85	3.05	3.15	3.40	3.45	3.60	3.75	......	......	4.75	4.85	4.95	5.05	5.25	5.35	6.15	6.25	6.35	6.50	6.60	6.75	7.75	7.85	8.10	8.60	8.80
April 3	R.T.	3.20	3.30	3.40	3.80	3.85	3.90	4.25	......	......	5.25	5.35	5.55	5.65	5.80	5.90	6.90	7.00	7.05	7.15	7.35	7.50	8.55	8.80	8.90	9.55	9.70
Portage Rubber Co.,	P.	†12.75	†13.75	†15.25	†17.80	†18.80	20.40	23.20	†24.55	†25.85	†27.30	27.80	29.20	29.85	31.25	31.80	†39.20	†40.50	39.70	41.58	42.20	43.90	47.45	†48.20	50.30	†72.45	......
Barberton, O.	Daisy N.S.	†14.75	†15.85	†17.55	†20.40	†21.55	23.55	26.70	......	†29.80	†31.30	31.95	33.60	34.30	35.95	36.65	......	46.50	45.70	47.75	48.50	50.55	54.60	†55.45	57.75	†79.75	†81.40
April 2	Tubes	3.20	3.45	3.75	4.20	4.30	4.45	4.75	4.95	5.50	5.65	5.90	6.10	6.25	6.45	6.60	7.35	7.50	7.65	7.80	8.10	8.25	9.05	9.30	9.40	10.25	10.40
Porter Rubber Co.,	Giant	c13.70	c14.95	......	c19.50	c20.60	22.10	*24.00	......	......	c28.75	*29.40	*30.25	*31.20	*32.05	*33.00	......	*41.15	*42.00	*43.35	*44.35	*45.48	*51.00	q52.00	*53.90	......	......
Salem, O.	N.S.	c14.60	c15.95	......	c20.85	c22.00	23.90	*25.40	......	......	c31.75	*32.20	*33.25	*34.00	*35.85	*36.25	......	*44.55	*45.25	*46.50	*47.75	*49.00	*54.50	q56.00	*57.25	......	......
Jnauary 25 (5000 miles)	G.T.	2.85	3.00	......	3.60	3.70	3.75	3.95	......	......	4.75	4.95	5.05	5.25	5.45	5.60	......	6.35	6.50	6.60	6.75	6.95	7.85	8.00	8.15	......	......
	R.T.	3.15	3.40	......	3.95	4.10	4.20	4.40	......	......	5.30	5.45	5.65	5.85	5.95	6.15	......	7.15	7.25	7.35	7.50	7.75	8.75	8.90	9.00	......	......
Quaker City Rubber Co.,	P.	†14.30	†15.15	†16.00	19.45	†20.35	22.45	24.90	......	......	†30.20	30.70	32.00	32.55	*33.95	34.50	c41.25	......	44.15	*45.80	46.40	*48.15	*52.25	52.80	*54.90	q71.35	q74.30
Philadelphia, Pa.	"T.T.T" N.S.	†15.85	†16.85	†18.05	21.60	†22.45	24.95	27.85	......	......	†33.55	34.15	35.55	36.20	*37.75	38.35	c43.40	......	46.50	*48.30	48.85	*50.60	*54.95	55.60	*57.75	q75.15	q78.25
April 2 (5000 miles)	G.T.	3.20	3.35	3.50	3.75	3.95	4.00	4.20	4.35	5.00	5.10	5.40	5.50	5.60	5.80	5.90	6.80	7.00	7.05	7.15	7.25	7.45	8.55	8.65	8.90	9.45	9.85
	R.T.	3.50	3.70	3.90	4.15	4.35	4.40	4.60	4.85	5.50	5.55	5.95	6.05	6.15	6.40	6.50	7.55	7.70	7.75	7.85	8.00	8.20	9.40	9.50	9.80	10.40	10.90
Racine Auto Tire Co.,	P.	c14.00	c14.50	c15.50	18.50	c19.00	20.50	21.50	......	c26.50	c24.50	26.50	27.00	27.50	29.00	29.50	......	d33.50	34.50	36.00	37.00	38.00	42.00	43.00	44.00	q63.00	q64.00
Racine, Wis.	N.S.	c15.00	c15.50	c17.50	19.50	c20.00	22.00	25.00	......	c28.50	c29.00	29.50	30.00	30.50	32.50	33.50	......	d39.00	40.00	41.00	42.00	43.00	49.00	49.00	49.50	q67.00	q68.00
"Horse Shoe"	Cord	......	......	......	c32.00	......	d33.00	d36.00	......	......	c40.00	d41.00	d42.00	43.00	......	......	......	d49.00	51.00	52.00	54.00	......	64.00	......	66.00	......	q83.00
April 2 (5000 miles)	G.T.	2.75	2.85	3.10	3.25	3.35	3.40	3.60	......	4.25	4.45	4.60	4.75	4.85	4.95	5.05	......	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.65	7.95	8.00
	R.T.	......	3.40	......	4.25	4.35	4.45	......	......	......	5.45	5.50	5.60	5.75	......	6.25	......	......	7.50	7.75	7.80	7.90	8.80	8.95	9.25	9.50	9.75
Racine Rubber Co.,	(3500 miles) P.	12.90	13.80	16.10	17.00	17.95	19.05	22.15	25.85	27.25	26.10	26.60	28.40	29.15	29.90	30.40	39.25	36.75	37.95	38.50	39.10	41.95	44.30	47.95	51.60	62.70	64.75
Racine,	Country Road (5000 m.) N.S.	15.05	16.15	18.95	19.60	20.55	22.60	25.60	30.00	31.95	30.00	31.60	33.45	33.95	34.30	34.60	46.20	44.00	44.65	46.70	47.40	49.25	54.70	55.50	62.40	74.00	78.00
Wis.	Trusty N.S.	20.90	22.30	24.75	27.60	29.10	31.75	35.95	45.90	37.50	38.45	39.20	41.15	42.00	43.40	44.80	......	53.10	54.90	57.35	58.20	60.60	67.45	68.50	71.45	94.50	96.65
April 2	Ribbed Cord	......	......	......	......	......	......	......	......	......	......	45.90	47.15	48.40	......	......	51.75	53.05	54.50	55.75	57.20	......	67.80	69.35	70.90	84.10	86.00
	N.S. Cord	......	......	......	......	......	......	......	......	......	......	48.95	50.25	51.60	......	......	55.15	56.55	58.05	59.45	60.90	......	72.20	74.00	75.65	89.65	91.70
	G.T.	2.85	3.00	3.25	3.50	3.60	3.75	3.90	4.15	4.60	4.70	4.90	5.00	5.20	5.40	5.50	6.20	6.35	6.45	6.55	6.75	6.90	7.85	7.95	8.10	8.45	8.65
	R.T.	3.40	3.70	3.95	4.05	4.30	4.40	4.60	4.85	5.40	5.50	5.65	5.95	6.10	6.25	6.50	7.20	7.45	7.50	7.70	7.80	8.05	9.15	9.30	9.40	9.90	10.00
Republic Rubber Co.,	P.	c12.80	c13.80	c17.60	17.55	c18.85	20.45	23.30	†29.60	†31.30	†27.35	27.90	29.30	29.90	31.30	31.80	42.90	*38.40	39.75	41.60	42.20	43.95	48.70	49.40	51.65	†81.80	71.10
Youngstown, O.	WM N.S.	c13.55	c14.45	......	18.75	......	21.50	24.45	......	......	c28.75	29.30	30.80	*31.40	......	......	q47.55	......	q41.45	*43.70	*44.30	......	*48.85	......	*51.60	......	......
April 2	Staggard N.S.	c14.95	c16.10	c20.45	20.45	c22.15	23.95	27.20	†34.85	†36.60	†32.00	32.65	34.20	34.95	36.65	37.15	50.25	45.00	46.50	48.60	49.34	51.45	60.90	61.76	64.54	†89.70	88.95
	G.T.	2.90	2.95	3.20	3.45	3.60	3.75	4.15	4.40	4.90	5.05	5.20	5.35	5.55	5.70	5.85	6.55	6.75	6.80	6.95	7.05	7.35	8.25	8.40	8.50	8.95	9.10
	R.T.	3.35	3.55	3.85	4.15	4.35	4.40	4.65	4.90	5.45	5.60	5.70	5.95	6.20	6.40	6.50	7.30	7.30	7.60	7.70	7.90	8.15	9.15	9.30	9.50	9.90	10.20
Reynolds, W. C.,	P.	......	17.50	......	21.90	......	24.90	27.50	......	......	31.60	33.90	35.10	36.10	37.70	38.80	44.55	45.65	47.60	48.85	49.30	49.90	57.50	58.90	59.75	70.30	72.80
129 W. 37th St., N.Y.	N.S.	......	24.40	......	29.80	......	31.60	34.65	......	......	40.10	41.45	42.70	44.60	45.70	46.80	54.80	55.90	57.75	58.45	59.70	60.90	67.70	68.50	69.75	90.50	93.25
"Para"	T.	......	3.75	......	5.25	......	5.50	6.00	......	......	7.25	7.50	7.50	8.00	8.00	8.50	9.50	10.00	10.00	10.00	10.50	10.75	10.00	11.50	12.50	13.75	14.75
Rubber Ins. Metals Co.,	P.	c16.50	c16.56	c20.96	§21.51	c23.76	24.48	*26.62	c28.38	†30.80	†29.04	29.43	30.91	32.34	32.67	33.44	†41.53	d36.36	39.93	41.14	42.35	43.45	48.84	†50.38	51.59	†67.21	†68.64
Plainfield, N.J.	N.S.	c19.44	c19.67	c24.21	§24.90	c27.20	28.69	*32.09	c34.33	†35.36	†33.58	34.21	35.71	36.40	37.72	38.18	†47.27	d46.46	48.07	49.57	52.44	54.17	58.71	59.86	64.06	†80.04	†84.87
"Century"	R.T.	3.10	3.20	3.40	4.10	4.25	4.40	4.70	5.00	5.10	5.20	5.30	5.50	5.65	5.75	5.90	6.65	......	7.10	7.25	7.50	7.75	8.50	8.70	9.00	10.30	10.50
Rubber Products Co.,	Stronghold P.	......	17.20	......	22.05	23.50	25.45	28.55	......	......	32.60	33.30	34.65	35,35	37.10	37.70	......	41.15	42.35	43.70	44.90	46.15	52.30	53.85	55.30	......	......
Barberton, O.	N.S.	......	18.85	......	24.15	25.45	27.75	31.25	......	......	35.70	36.25	37.95	38.70	40.60	41.15	......	47.10	48.75	50.35	54.20	56.60	60.70	61.45	63.90	......	......
April 1 (5000 miles)	G.T.	......	3.60	......	4.40	4.45	4.55	4.85	......	......	5.90	6.05	6.30	6.50	6.70	6.90	......	7.90	8.05	8.20	8.35	8.60	9.65	9.80	10.05	......	......
	R.T.	......	3.95	......	4.80	4.85	5.00	5.20	......	......	6.55	6.75	6.95	7.10	7.30	7.55	......	8.40	8.55	8.70	9.10	9.25	10.40	10.55	10.75	......	......
Savage Tire Co.,	P.	c12.00	c12.65	16.45	c16.05	c16.85	18.40	20.45	*25.75	†26.65	c23.80	24.70	25.60	26.05	27.25	28.50	......	*34.90	*36.35	*37.60	*38.20	*39.40	*42.75	*43.25	*45.00	q67.40	q59.90
San Diego, Cal.	N.S.	c14.20	c15.20	19.80	c19.30	c20.25	22.00	24.75	*29.80	31.25	c27.85	28.30	29.30	29.85	31.30	32.80	......	*39.20	*41.40	*43.15	*43.95	*46.30	*46.45	*49.45	*51.15	q77.10	q68.20
April 16	Grafinite T.	3.15	3.25	3.50	3.95	4.10	4.25	4.50	4.90	5.20	5.15	5.35	5.40	5.45	5.55	5.65	......	6.55	6.80	6.90	7.15	7.30	8.05	8.30	8.40	9.90	10.05
Semple Rubber Co.,	Semco R.T.	3.25	3.40	3.55	4.10	4.20	4.30	4.60	......	......	5.50	5.65	5.80	6.00	6.15	6.30	5 7.2	7.45	7.60	7.75	7.90	8.10	8.95	9.15	9.40	10.00	10.25
Trenton, N.J.																											
Sterling Tire Corp.,	High Bar N.S.	c15.18	c18.09	......	§23.18	......	*25.91	......	......	......	30.23	*37.95	*39.22	*40.48	......	q40.48	......	*51.87	*53.13	*54.40	*55.66	*56.93	*63.25	*64.52	*67.05	q70.84	q73.37
Rutherford, N.J.	Sterling R.T.	3.71	3.97	4.28	5.40	5.50	5.66	6.05	6.31	6.29	6.47	6.59	6.83	7.02	7.14	7.38	8.11	8.40	8.65	8.89	9.13	9.44	10.46	10.70	10.89	12.46	12.83
April (5000 miles)																											
Schavoir Rubber Co.,	G.T.	3.05	3.10	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.00	8.10	10.00	9.45
Stamford, Conn.	R.T.	3.10	3.35	3.80	4.20	4.25	4.30	5.00	5.35	5.50	5.30	5.40	5.55	5.70	6.00	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.60	8.70	8.95	11.10	10.50
April 2	Jumbo R.T.	......	......	......	......	......	......	......	......	......	6.70	6.90	7.05	7.15	7.35	7.50	......	8.40	8.80	9.05	9.20	9.40	10.90	11.10	11.25	......	13.15

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Smith Canvas Tread Tire Co.,		†19.50	†22.49	......	27.60	†31.05	31.63	34.16	......	†39.40	†40.10	40.91	41.73	42.55	44.18	45.82	52.90	53.29	54.00	57.28	58.10	58.93	65.37	67.09	70.37	†88.38	†91.66
Utica, N.Y.	Tubes	4.24	4.45	......	5.12	5.54	6.10	6.49	......	6.74	7.58	7.73	7.96	8.19	8.34	8.68	8.84	9.25	9.92	10.20	10.66	10.89	11.97	12.11	12.50	14.31	14.58
April (6000 miles)																											
Standard Four Tire Co.,	P.	12.25	12.75	......	16.25	......	19.20	......	......	......	25.30	25.75	27.25	27.70	......	......	......	......	37.95	39.30	39.95	41.55	......	......	48.75	......	......
Keokuk, Iowa	N.S.	......	14.25	......	18.15	19.40	21.45	......	......	......	28.65	29.15	30.80	31.35	......	33.55	......	......	42.50	44.20	44.70	46.40	......	......	57.35	......	......
April 10 (4500 miles)	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	9.45
	R.T.	3.30	3.40	......	4.15	4 25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	10.80
Standard Tire & Rubber Mfg.Co.,	P.	18.00	18.60	......	23.00	24.40	25.60	29.00	......	31.00	31.40	32.40	34.00	35.00	36.00	37.00	......	42.80	43.60	44.40	45.60	46.80	53.00	54.60	56.00	72.00	80.00
Cleveland, O.	N.S.	19.00	20.80	......	27.20	29.00	31.60	33.00	......	35.60	36.40	37.20	38.00	39.00	40.20	41.40	45.00	46.40	47.20	48.40	51.00	52.80	58.40	61.60	63.40	82.60	88.00
April 6	"Cleveland Standard" G.T.	3.20	3.35	3.55	3.90	4.05	4.15	4.40	4.50	5.15	5.30	5.50	5.65	5.80	6.10	6.20	6.90	7.05	7.15	7.35	7.55	7.75	8.50	8.70	8.90	9.40	9.70
(5000 miles)	R.T.	3.60	3.80	4.00	4.40	4.55	4.65	4.95	5.15	5.70	5.85	6.10	6.30	6.50	6.70	6.90	7.65	7.80	8.00	8.20	8.40	8.65	9.55	9.70	9.90	10.50	10.70
	Velvetread N.S.	......	c14.30	......	c17.90	......	d18.40	......	......	......	c23.80	d24.40	d25.60	26.80	......	......	......	d34.40	......	d36.20	d37.40	d39.20	d43.20	......	46.00	......	......
	"Willow" Tubes G.T.	3.00	3.10	......	3.50	3.60	3.70	3.90	......	......	4.35	4.45	4.65	4.75	4.85	4.95	......	5.80	5.85	5.95	6.05	6.15	7.00	7.10	7.20	......	8.20
	R.T.	3.30	3.40	......	3.95	4.05	4.15	4.30	......	......	4.90	5.00	5.25	5.35	5.45	5.55	......	6.50	6.55	6.65	6.80	7.00	7.80	8.00	8.10	......	9.15
Star Rubber Co.,	Ribbed	......	c19.20	......	c23.00	c24.90	*26.80	......	......	......	§33.00	d34.10	d35.20	*36.30	......	......	q42.55	d43.90	*44.15	*46.85	*49.75	......	*57.80	q60.35	*62.20	......	......
Akron, O.	All Star N.S.	......	......	......	c26.20	......	*30.00	......	......	......	§36.10	d37.30	d38.40	*39.75	......	......	45.70	d47.15	47.30	*50.00	*53.00	q54.75	*61.30	q63.85	*65.70	q80.50	q94.00
April 9	Pure Gum Tubes	......	3.65	......	4.70	4.90	5.10	5.40	......	......	5.95	6.10	6.30	6.45	6.65	6.80	7.60	7.80	8.00	8.20	8.45	8.65	9.80	9.65	10.00	11.60	11.65
Swinehart Tire & Rubber Co.,	P.	c12.70	c13.70	c17.45	†17.45	c18.70	20.35	23.10	†25.90	......	c27.15	27.70	29.10	29.75	*31.15	31.60	†37.10	†38.20	39.50	*41.30	41.95	q43.75	*48.45	†49.20	51.35	q71.85	q67.45
Akron, O.	Ribbed	c14.25	c15.25	c19.40	†19.40	c20.90	22.70	25.75	†28.80	......	c30.25	30.90	32.45	33.15	*34.65	35.20	†41.30	†42.65	44.00	*46.00	46.70	q48.75	*57.70	†58.50	61.10	q84.00	q80.00
April 2 (5000 miles)	N.S.	c14.90	c16.00	c20.35	†20.35	c21.95	23.85	27.05	†30.30	......	c31.75	32.45	34.05	34.80	*36.40	36.95	†43.35	†44.80	46.20	*48.30	49.05	q51.20	*60.60	†61.45	64.15	q88.40	q84.25
	Tubes	2.90	3.00	3.20	3.40	3.55	3.60	3.80	3.95	......	4.70	4.85	5.00	5.10	5.20	5.30	6.20	6.30	6.35	6.45	6.60	6.80	7.75	7.90	8.05	8.40	8.60
Ten Broeck Tire Co.,	P.	c11.27	c11.90	c15.12	15.06	c15.81	17.42	*19.43	q24.72	c26.85	c23.28	23.63	24.72	25.18	*26.16	26.45	c38.81	......	*34.55	35.88	36.28	*37.66	q42.32	†42.83	43.35	†68.36	q58.19
Louisville, Ky.	N.S.	c12.65	c13.51	c17.36	17.71	c18.57	20.24	*22.88	q29.38	c26.56	c27.71	28.23	29.67	30.30	*31.74	32.25	c38.06	......	*39.21	41.09	41.57	*42.24	q46.51	†47.26	49.22	†79.92	q67.79
	G.T.	2.75	2.86	3.02	3.24	3.35	3.41	3.57	3.74	4.34	4.45	4.62	4.73	4.84	4.95	5.06	5.88	......	6.05	6.16	6.27	6.43	7.37	7.48	7.64	8.19	8.30
Thermoid Rubber Co.,	P.	†10.80	†11.60	†12.90	15.10	†16.00	17.40	19.56	†20.80	†21.95	†23.15	23.60	24.80	25.30	26.50	27.00	†33.70	34.30	33.70	35.20	35.70	37.25	†39.25	†39.90	41.60	†55.75	†57.90
Trenton, N.J.	N.S.	†12.15	†13.10	†14.60	17.00	†18.00	19.50	22.15	†23.40	†24.70	†26.10	26.55	27.90	28.45	29.80	30.35	†37.95	38.60	37.95	39.60	40.15	41.85	†44.20	†44.80	46.80	†62.80	†64.60
"Nassau"	G.T.	2.75	2.85	3.00	3.25	3.35	3.40	3.55	3.75	4.25	4.45	4.60	4.75	4.85	4.95	5.05	5.90	5.95	6.00	6.15	6.25	6.45	7.35	7.45	7.65	8.00	8.30
	"Thermoid" N.S.	c21.05	c21.20	......	c26.65	c28.45	*30.60	*33.25	......	......	c36.95	*38.25	*39.30	*40.75	*41.30	*43.95	......	......	*48 75	*50.80	*53.90	*55.45	q61.80	q63.90	*66.25	d81.85	d87.80
March 1 (6000 miles)	R.T.	3.25	3 35	......	4.30	4.45	4.60	4.95	......	......	5.40	5.50	5.70	5.90	6.00	6.15	......	......	7.30	7.45	7.75	8.00	8.75	8.95	9.25	10.60	10.80
Tyer Rubber Co.,	P.	c13.00	†14.50	q16.00	†18.20	c19.25	*20.95	*23.75	......	q26.40	c27.85	*28.50	*29.90	*30.60	*31.95	*32.45	......	......	*40.65	*42.45	*43.05	*44.85	*47.30	*48.05	*50.25	q67.10	q69.20
Andover, Mass.	Hold-Tite N.S.	c14.20	†15.75	q17.15	†20.10	c21.15	*22.85	*25.60	......	q28.90	c30.30	*30.95	*32.40	*33.00	*34.45	*34.95	......	......	*43.75	*45.55	*46.15	*47.95	*50.45	*51.15	*53.35	q72.65	q74.75
April 9	Tourist G.T.	2.75	2.85	3.00	3.35	3.45	3.55	3.75	......	4.35	4.50	4.65	4.80	4.95	5.15	5.30	......	......	6.15	6.25	6.45	6.60	7.45	7.55	7.65	8.20	8.40
(4000 miles)	Tourist R.T.	3.10	3.20	3.30	3.75	3.85	3.95	4.15	......	4.85	5.00	5.15	5.35	5.50	5.65	5.85	......	......	6.85	6.95	7.15	7.40	8.25	8.40	8.50	9.15	9.30
"Tyrian"	Extra-Heavy G.T.	3.15	3.30	3.50	3.75	3.80	3.90	4.15	......	5.00	5.15	5.35	5.45	5.60	5.75	5.90	......	......	6.90	7.10	7.25	7.40	8.40	8.55	8.75	9.40	9.55
	Extra Heavy R.T.	3.50	3.65	3.80	4.15	4.25	4.35	4.65	......	5.60	5.75	5.90	6.05	6.20	6.35	6.50	......	......	7.65	7.90	8.05	8.20	9.40	9.55	9.75	10.46	10.60
U. & G. Rubber Mfg. Co.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	......	......	24.30	24.75	25.95	26.50	30.25	28.25	......	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	......	......
Trenton, N.J.	N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	......	......	25.45	26.00	27.15	27.85	31.80	29.65	......	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	......	......
April 2	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	......	......	4.75	4.85	5.00	5.15	5.80	5.50	......	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	......	......
(3500 miles)	R.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.05	......	......	5.30	5.40	5.55	5.70	6.45	6.10	......	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	......	......
United States Tire Co.,	P.	13.55	12.55	15.30	16.30	17.15	18.90	24.70	27.50	30.70	24.95	25.45	26.65	27.30	32.90	29.00	39.80	35.60	36.75	38.40	39.00	40.60	43.80	51.15	46.45	69.90	83.15
1790 Broadway,	USCO N.S.	14.20	13.20	16.10	17.10	18.00	19.85	25.85	......	......	26.20	26.70	28.00	28.65	34.55	30.45	41.80	37.35	38.60	40.30	40.95	42.60	46.00	53.70	48.80	73.35	......
N.Y. City	Chain N.S.	16.10	14.90	18.15	19.40	20.40	22.30	29.00	32.35	37.35	30.45	31.00	32.65	33.30	40.15	35.40	47.90	42.85	44.30	46.30	47.00	48.95	52.60	61.50	55.70	83.15	99.75
"G. & J.," "Revere,"	Nobby N.S.	18.80	20.10	25.75	26.10	27.50	30.00	39.15	43.45	44.70	36.35	37.10	38.95	39.70	45.30	42.35	62.00	50.20	51.90	54.25	55.00	57.30	63.80	64.75	67.55	89.35	91.35
"Hartford"	Royal Cord N.S.	......	......	......	......	......	35.85	......	......	......	......	45.60	46.75	48.05	......	50.75	51.20	52.70	54.20	55.45	56.75	58.15	67.25	68.75	70.35	......	75.90
April 2	G.T.	2.85	3.00	3.15	3.75	3.85	4.00	4.30	4.50	4.70	4.85	5.00	5.15	5.25	5.45	5.65	6.15	6.40	6.45	6.60	6.85	7.10	8.00	8.15	8.30	9.25	9.40
	R.T.	3.65	3.75	4.00	4.65	4.80	4.90	5.35	5.45	5.85	6.00	6.05	6.15	6.25	6.55	6.65	7.90	8.00	8.10	8.25	8.40	8.50	9.65	9.90	10.10	11.10	11.25
Universal Rubber Co.,	P.	10.75	11.10	......	14.40	15.20	16.85	......	......	......	22.10	22.50	23.60	24.10	......	25.70	......	31.45	32.45	33.95	34.50	35.90	38.75	39.25	41.05	......	......
Broad and Wood Sts.,	N.S.	11.30	11.65	......	15.10	15.95	17.70	......	......	......	23.15	23.65	24.70	25.30	......	26.95	......	33.00	34.15	35.65	36.25	37.70	40.70	41.50	43.10	......	......
Phila., Pa.	Gripwell G.T.	2.40	2.75	......	3.40	3.45	3.50	......	......	......	4.30	4.40	4.55	4.70	......	5.00	......	5.60	5.70	5.85	7.05	6.25	7.10	7.20	7.35	......	......
April 1 (4000 miles)	R.T.	3.00	3.05	......	3.80	3.85	3.90	......	......	......	4.80	4.90	5.05	5.20	......	5.55	......	6.20	6.35	7.50	6.70	6.95	7.90	8.00	8.15	......	......
Victor Rubber Co.,	P.	15.55	16.40	......	20.25	21.30	23.50	......	......	......	31.40	31.95	33.35	33.90	35.35	35.75	......	41.80	42.25	44.00	44.40	46.10	52.40	53.10	55.10	70.45	71.25
Springfield, O.	Ribbed	16.35	17.20	......	21.30	22.35	24.70	......	......	......	32.95	33.55	35.00	35.65	37.15	37.50	......	44.00	44.45	46.30	46.75	48.50	55.15	55.85	57.95	74.15	75.00
April 2 (5000 miles)	N.S.	17.35	18.40	......	22.85	25.60	26.25	......	......	......	35.20	35.80	37.35	38.10	39.60	40.00	48.25	48.50	49.00	50.00	52.50	54.30	61.80	62.50	64.90	83.15	8.400
	Victor G.T.	3.10	3.30	......	3.85	4.15	4.25	......	......	......	5.20	5.30	5.45	5.60	5.85	6.00	6.80	6.95	7.10	7.25	7.45	7.60	8.50	8.65	8.85	9.35	9.65
	Victor R.T.	3.40	3.60	......	4.25	4.80	4.90	......	......	......	5.75	5.95	6.10	6.30	6.45	6.60	7.70	7.75	7.90	8.15	8.30	8.45	9.40	9.60	9.80	10.60	10.75
	Springfield Tube	4.25	4.50	......	5.55	5.70	5.80	......	......	......	6.75	6.90	7.10	7.25	......	7.55	......	8.85	9.05	9.30	9.50	9.70	10.55	10.80	11.00	12.80	13.45
	Springfield R.T.	4.60	4.85	......	6.00	6.10	6.20	......	......	......	7.30	7.40	7.60	7.75	......	8.15	......	9.60	9.80	10.05	10.25	10.45	11.40	11.60	11.90	13.90	14.55
Voorhees Rubber Mfg.	Model G.T.	2.75	2.85	2.95	3.25	3.30	3.40	3.60	3.75	4.35	4.45	4.60	4.75	4.85	4.95	5.05	5.85	5.95	6.05	6.15	6.25	6.40	7.35	7.50	7.65	8.15	8.30
Co.,	Ideal R.T.	3.15	3.30	3.50	3.70	3.80	3.90	4.25	4.50	4.85	5.00	5.10	5.30	5.50	5.65	5.85	6.95	7.05	7.20	7.35	7.55	7.75	8.95	9.10	9.20	9.95	10.10
Jersey City, N.J. February 10																											
Wilson Tire & Rubber Co.,	P.	§11.40	§11.10	......	§14.40	......	§16.85	......	......	......	......	§22.50	......	§24.10	......	......	......	......	......	......	......	......	......	......	......	......	......
Springfield, Ill.	Wearwell N.S.	§11.95	§11.65	......	§15.10	§15.95	§17.70	......	......	......	§23.15	§23.65	24.70	§25.30	......	......	......	......	......	......	......	......	......	......	......	......	......
March 1	G.T.	2.80	2.75	......	3.40	3.45	3.50	......	......	......	4.30	4.40	4.55	4.70	4.85	5.00	......	......	5.70	5.85	6.05	6.25	7.10	7.25	7.35	8.00	......
	R.T.	3.10	3.05	......	3.80	3.85	3.90	......	......	......	4.80	4.90	5.05	5.20	5.35	5.55	......	......	6.35	6.50	6.70	6.95	7.90	8.00	8.15	8.80	......
	N.S.	......	......	......	......	c37.80	......	......	......	......	d49.25	......	d53.90	......	......	......	......	......	......	d65.45	......	d67.75	q78.75	......	*82.55	d90.00	......
(6000 miles)	Wilson G.T.	3.10	3.05	......	3.75	3.80	3.85	......	......	......	4.75	4.85	5.00	5.20	5.80	5.50	......	......	6.30	6.45	6.65	6.85	7.70	7.90	8.05	8.40	......
	R.T.	3.40	3.35	......	4.20	4.25	4.30	......	......	......	5.30	5.40	5.55	5.70	6.45	6.15	......	......	6.95	7.15	7.35	7.60	8.50	8.70	8.85	9.30	......
Woodworth Mfg. Corp.,	P.	18.55	19.70	......	26.50	27.35	28.50	30.45	......	......	37.70	39.15	40.50	41.75	43.00	44.30	......	......	56.65	58.45	60.05	61.90	67.90	70.00	72.00	......	......
Niagara Falls, N.Y.	N.S.	20.85	22.00	......	29.30	30.60	31.90	33.15	......	......	42.50	44.00	45.55	47.10	48.55	50.10	......	......	[illegible]3.75	65.80	67.60	69.60	76.40	78.70	80.95	......	......
April 2 (5000 miles)	T	3.90	4.00	......	4.40	4.55	4.65	4.95	......	......	6.35	6.60	6.70	6 80	6.90	7.10	......	......	8.65	8.90	9.20	9.40	10.00	10.35	10.55	......	......

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NOTICE TO ADVERTISERS

Insertion of new advertisements or change of copy canot be guaranteed if received later than the 15th of the month preceding the date of publication.

FOR reasons diametrically opposite the two semi-technical articles published in this issue of MOTOR RECORD should be of special interest to the reader. The first, entitled "Methods of Taking the Drive and Torque," is of interest because of the fact that it deals with a subject that has been little discussed even by trade papers that give special attention to technical subjects, and the second, entitled "Making Clear the Advantages of Multiple Cylinders" because it clarifies a subject that has been so much discussed from a very technical angle that the average layman has become entirely confused on it.

INDICATION of the fact that the United States Government has no intention of throttling the automobile industry by unfair taxation has been given by the abandoning of the proposed 5 per cent war tax to be paid by automobile manufacturers. In place of the 5 per cent tax there is a proposition under consideration to place a tax on automobiles in the hands of owners, but not on motor trucks or cars used entirely for business purposes.

As the tentative agreement on the revenue bill stands, owners of pleasure cars will be liable to a tax of from $7.50 to $25 on their machines, with a reduction for usage of 10 per cent per year for 5 years. The revenue expected is $3,360,000 on automobiles and $260,000 on motorcycles.

It is still very uncertain whether this proposal will go through but it is gratifying to see that the government realizes the fact that commercial vehicles should be exempt from taxation.

HORSEPOWER rating formulas are of little value for giving an idea of the maximum power developed by different engines because of the large number of factors affecting the output. Yet the actual power developed by the engine is all that is of any real interest. To know what horsepower an engine should develop is of no value to anybody. The question is what does the engine develop, and this can only be determined from a dynamometer test. For this reason to the list of pleasure car specifications published in each issue of MOTOR RECORD has been added a column giving the maximum brake horsepower developed by the engine. This inovation should prove of great value to the trade.

In another column of the table is given the revolutions at which the maximum brake horsepower is obtained. The reader can at once tell from this whether the engine is of the high speed, medium speed or slow speed type. Also, since the gear ratio of the car is given it is not very difficult to figure the maximum speed of the car when the engine is developing its maximum power. This speed is not necessarily the highest the car will attain, but it usually is not come very far from it.

The clear valve diameter and lift is now furnished for pleasure cars also the methods of taking the driving thrust and torque reaction. In another column is given the width of the piston ring groove.

Methods of Taking the Drive and Torque

What is Meant by the Expressions "Driving Thrust" and "Torque Reaction" —Different Methods Employed to Care for These Strains

By EDWARD G. INGRAM

Every dealer should know the different means employed by automobile makers for transmitting the driving thrust from the rear axle to the frame of the car, and also the various methods of taking the torque reaction due to the tendency for the axle housing to revolve on the axle shafts. To give a clearer understanding of the driving thrust question let it be supposed that the car is about to start from a stand still. When the rear wheels commence to revolve the rear axle starts to move forward. If the axle only is attached to the frame of the car by the springs it is obvious that the driving thrust must be transmitted to the frame and body directly through these springs. The axle is comparatively light and tends to accelerate very quickly, but the heavy body of the car hangs back, so to speak, so that the strain on the members transmitting the drive often is very great. When the drive is taken by the springs the forward ends are not shackled but attached directly to the frame, as shown in Figure 1B, except in the case of the cantilever spring. This type of spring is swiveled to the car frame, the swivel being located at the center of the spring as shown in Figure 2A. It will be clear that the driving thrust will fall on this swivel and not on the forward end of the spring, which can, therefore, be shackled to the frame. With cantilever springs it is the rear shackles that are done away with when the drive is taken by the springs, as shown at B, Figure 2.

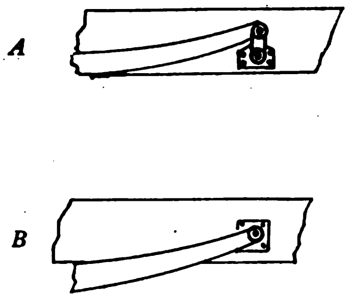


FIG. 1

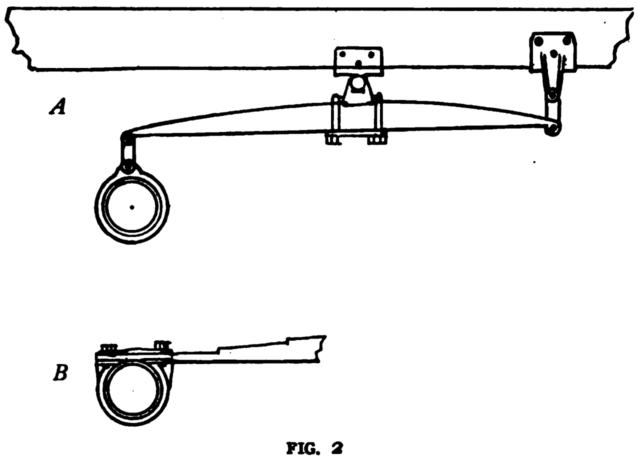


FIG. 2

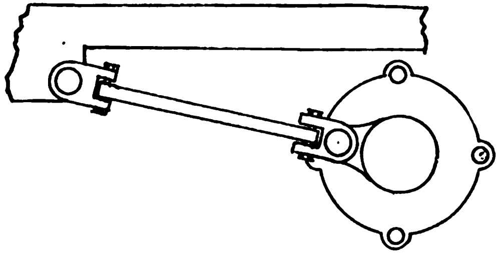


FIG. 3

In many cars the drive is not taken by the springs, there being two ways of relieving these members of the driving thrust. One method is by the use of radius (or distance) rods running from the frame to the axle, as shown in Figure 3. Two of these members are used, one on each side of the car, and they are jointed at each end to allow the springs free play. The other method of taking the drive is to design the torque member to also perform this duty. No matter how the drive is taken it should be noted that the transmitting members often are under tension instead of compression. For example, when the car is running along at a high speed and the brakes are suddenly applied, the body and frame of the car tend to run away from the axle, so to speak, in which case the members that were transmitting the drive are suddenly stretched, or, technically speaking, placed under tension instead of compression.

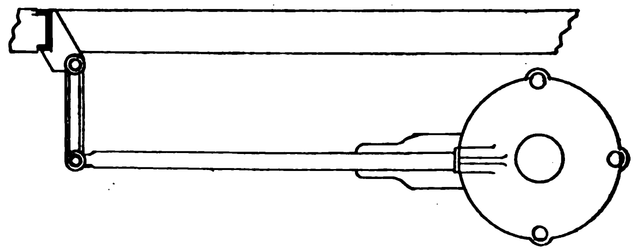


FIG. 4

The expression torque as used in connection with the rear axle means the tendency for the axle housing to revolve around the inner axle shafts. Several conditions cause this. The reaction between the teeth of the bevel gear and the pinion causes a pressure on the bearing of the pinion shaft, and this pressure tends to cause the axle housing to revolve in the reverse direction from that of the axle shafts. A heavy torsional strain is also incurred by application of the brakes when the car is moving. The brake bands are attached to the axle housing while the drums are attached to the revolving wheels. When the brakes are applied the bands grip the drum, with the result that the axle housing tends to be pulled around in the direction the wheels are revolving. The torque in this case is in the reverse direction from that caused by the bevel gear tooth pressure.

In some cars the torque reaction is taken directly by the springs of the car. In this case the spring perches are securely fastened to the axle housing so that the housing cannot revolve in them. Instead of letting the springs take the torque reaction many makers use a

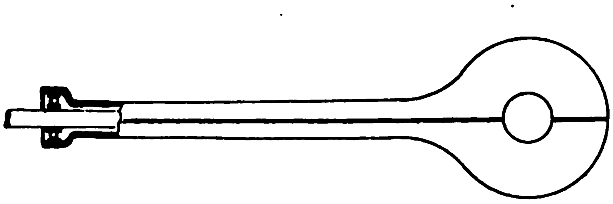


FIG. 5

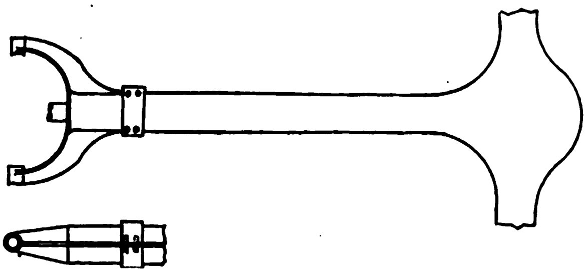


FIG. 6

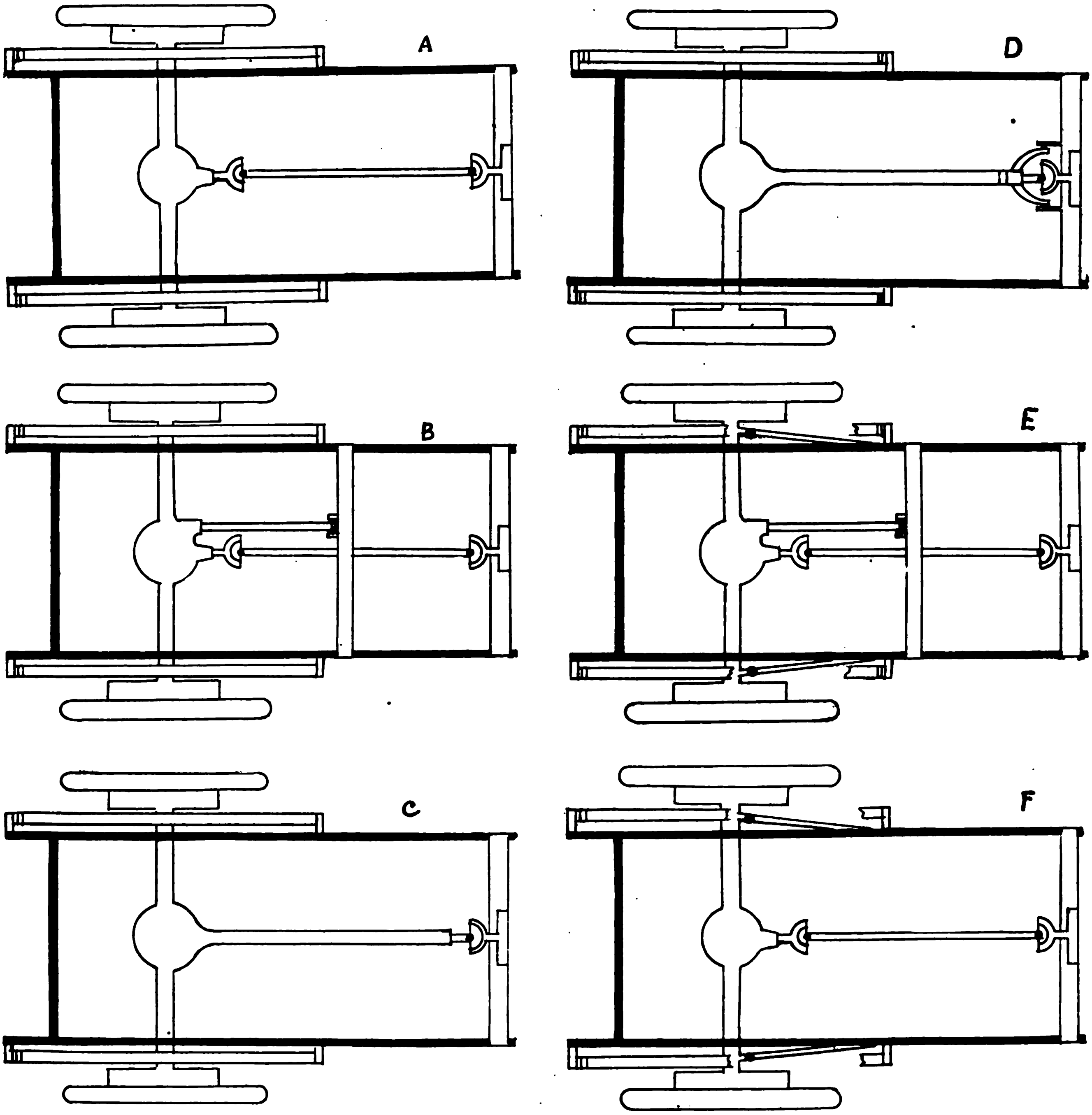


FIG. 7

METHODS OF TAKING THE TORQUE AND DRIVE

torque arm or rod for this purpose. One end of this arm is attached to the central part of the axle housing, and the other end is hinged to a short vertical link which in turn is hinged to the frame of the car as shown in Fig. 4. It will be clear that if the axle tends to revolve in either direction the forward end of the torque arm will tend to rise or fall, which owing to the construction it cannot do. Because of the interposed link, the driving thrust will not be taken by the torque arm, as it is free to move backward and forward longitudinally. Many makers construct the link so that the end of the torque arm hangs between two heavy coil springs, which serve to cushion the shocks.

The third and last common method of taking the torque reaction is by means of a torque tube surrounding the propeller shaft, and in one piece with or rigidly attached to the axle housing. In this case only one universal joint can be used on the propeller shaft. When the tube is intended to take the torque only the forward end is designed so that it rides on the propeller shaft just back of the universal joint as shown in Figure 5. This end of the tube usually is carried on a ball bearing. Any tendency for the axle housing to twist will tend to raise or lower the front end of the torque tube, which movement cannot occur since it rides on the propeller shaft. With this construction it should be clear that the drive is not taken by the torque tube because it is connected with the propeller shaft, which always is connected to the universal joints through a slip joint that permits of longitudinal motion. A somewhat objectionable feature of this construction is that the torque reaction is taken through the universal joint bearings and is carried by the rear bearing of the gear-set.

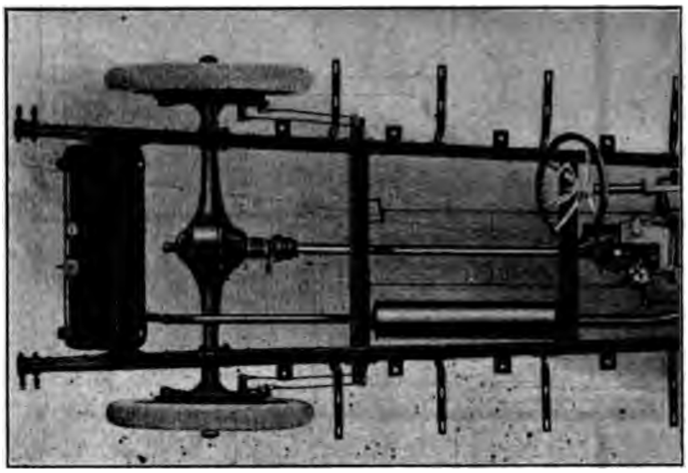


FIGURE 8. HUDSON

Where the drive is also taken by the torque tube, as is often done, the forward end of the tube is not carried by the propeller shaft, but is forked and hinged to a cross member of the frame as shown in Figure 6. The fork is also swiveled on the forward end of the torque tube so that if one wheel of the car rides over a bump the end of the axle can rise and fall, the tube simply revolving in the fork. Since the fork is hinged directly to the frame of the car it cannot move backward and forward so that the drive as well as the torque is taken by the tube. Instead of the forked construction some makers support the torque tube by means of a spherical joint, which generally also forms a protecting housing for the universal joint of the propeller shaft.

In Figure 7 is given diagramatic illustrations of the various common methods of taking the drive and torque. Both the driving thrust and torsional strains are taken by the springs in arrangement A, this being known as the Hotchkiss type of drive.

In arrangement B the springs have been relieved of the torque reaction by the use of a torque arm but they still transmit the driving thrust. In C the same conditions exist except that a torque tube is used instead of a torque arm. In arrangement D the springs are relieved of both torsional and driving strains, a forked-shaped torque tube taking both these, while in arrangement E an arm is provided for taking the torque and radius rods for taking the drive. About the only common arrangement where the springs take the torque but not the drive is shown at F, radius rods in this case taking the drive.

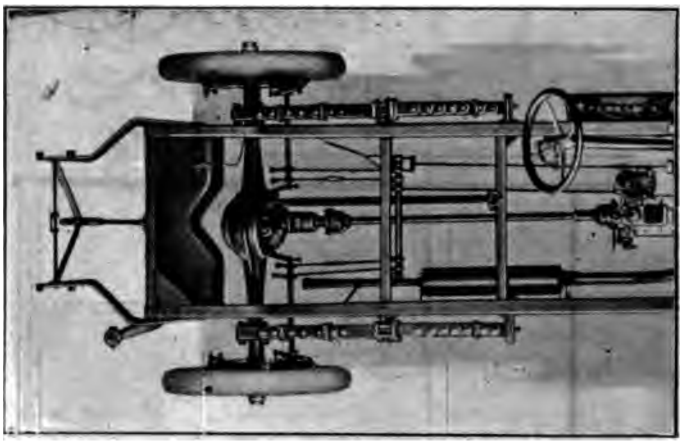


FIGURE 9. NATIONAL

For convenience the above can be summarized as follows:

Arrangement	Drive	Torque
A	Springs	Springs
B	Springs	Arm
C	Springs	Tube
D	Tube	Tube
E	Radius Rd.	Arm
F	Radius Rd.	Springs

It is possible to conceive of other combinations for taking the drive and torque strains, but the foregoing are the only arrangements at all common and some of these are not very often used.

From a theoretical standpoint it appears best to relieve the springs of both the driving thrust and torsional strains, yet the Hotchkiss type of drive in which the springs take both of these has proved very successful on both standard and racing cars. An obvious advantage of this construction is the lightness obtained by elimination of special torque and thrust members. Advocates of the Hotchkiss drive claim that the sudden shock due, for instance, to starting the car is cushioned, is by the springs, as they allow the entire axle to turn several degrees, the surplus power being returned as the springs straighten out. For this reason slipping of the rear wheels when stopping and starting is said to be less apt to occur.

Those who favor relieving the springs of the driving thrust and torsional reaction claim that the springs should be shackled at both ends to permit of free action. This only can be done when the springs are not a part of the driving system. Flexibility is said to be limited when the springs have to be made strong enough to absorb the driving thrust and torsional reaction, and the strain thrown on the propeller shaft and universal joints is said to be greater with the Hotchkiss drive because the axle twists back and forth several degrees when stopping and starting the car. Cushioning of the torque reaction when a torque member is provided usually is accomplished by carrying forward end of the torque arm between springs, as already mentioned, but the driving thrust is not usually so cushioned when taken by the torque member or radius rods, though there is apparently little reason why it could not be.

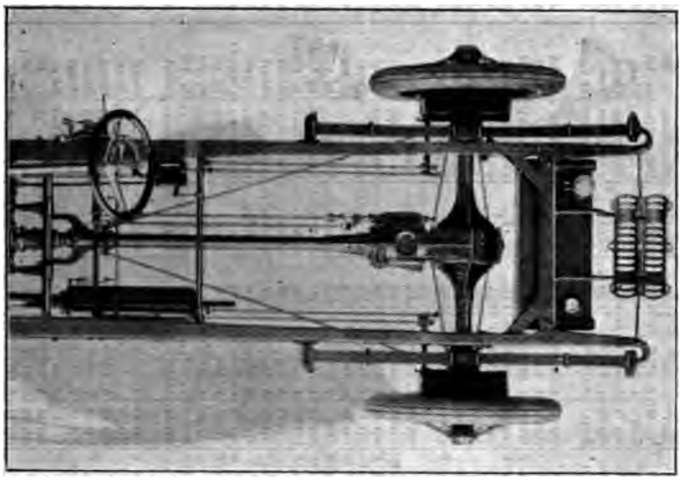


FIGURE 10. STUTZ

When inspecting a car it often is difficult to see underneath well enough to tell the method of taking the drive and the torque. The springs, however, are not so difficult to see, and from these much can be told. If they are of the semi-elliptic, three-quarter-elliptic or platform type the front ends should be examined first. If shackles are used it is at once known that the driving thrust is not transmitted by the springs while if no shackles are used the thrust must be transmitted by them. After this the spring perches should be examined. If it is found they are designed to revolve on the axle it is at once known that a special torque member must be used to care for the torque reaction, while if the perches are fixed to the axle the observer knows that the torque is taken by the springs. With the cantilever spring the method of taking the driving thrust must be ascertained by examining the rear end of the spring to see whether shackles are used or not.

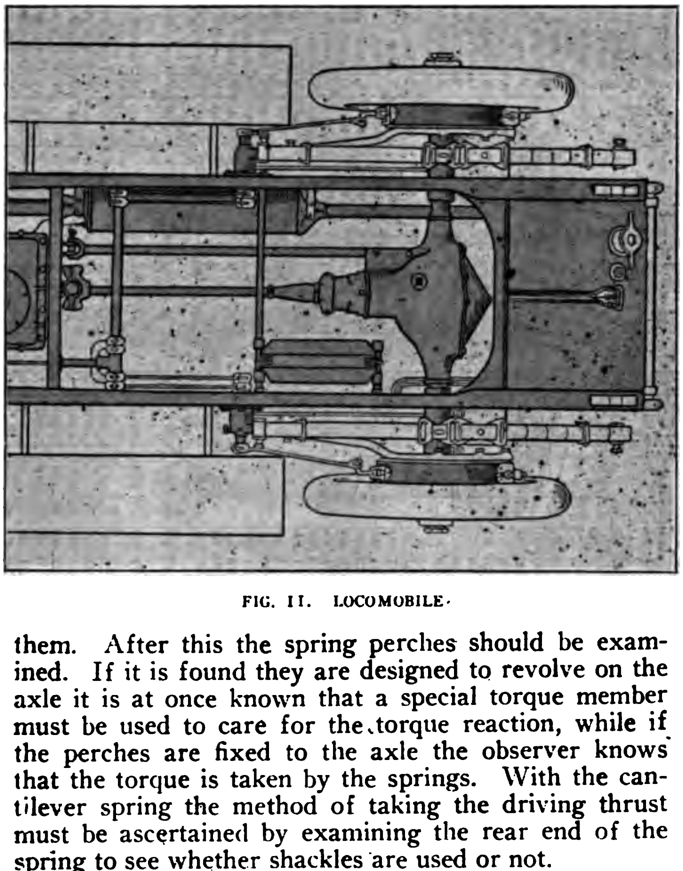


FIG. 11. LOCOMOBILE

A typical example of the Hotchkiss type of drive is found in the Hudson chassis, which is illustrated in Figure 8. The clean appearance of the chassis made

(Continued on page 119)

Improvement in Spring Design

Development of automobile spring suspension is discussed in an interesting manner by Charles E. Duryea in the following article, which is taken from the *Detroit Free Press*.

Progress in automobile construction has each year been accompanied by improvements in springs. In fact, few parts that contribute to the user's comfort have been so fully and so far improved as have the springs. We naturally expect improvemnets in devices that are comparatively new, like the pneumatic tires, but remembering that leaf steel springs were invented a century ago we are inclined to assume them to be practically perfect and to look for very little change in them.

As first applied they were far too short for comfort. Makers attempted to apply the lengths and widths used on horse-drawn vehicles, and simply added thickness to carry the heavier weight of the power vehicle. That this was not satisfactory could have been foretold, and every year since has seen a bettering of these necessary articles.

The full elliptics at first used gave way to semi-elliptics which carried the load lower and better resisted the side swaying of the body which tended to thrown a change on driving mechanism out of alignment. These advantages have not been superseded and still hold the semi-elliptic in growing favor today.

Time and again new springs or new arrangements are introduced, but through them all the old standby holds its own. It is a most simple form, and if the same number of pounds or inches of steel employed in other forms is used in it there will be no complaint about the service.

The three-quarter platform adds to the read ends of a pair of semi-elliptics a mate placed crossways, and attached to the body at its up-curved center. This gets added spring length without extending the body further to the rear, but it has not found much favor. On the contrary, the light steel side members of the chassis frames are being extended far to the rear and thus providing attachment joints for the rear ends of long semi-elliptics.

Even the three-quarter elliptics is giving way to this arrangement, since it seems to be true that the short quarter portion adds more weight than it returns in elasticity.

More was expected from the cantilever, and it still has strong advocates, but it has not been adopted with that rush which seemed probable a couple of years ago. The cantilever is a semi-elliptic turned over and resting one end on the car axle instead of resting its middle thereon as does the semi-elliptic. Because of this peculiar mounting it has nearly twice the springy motion possible in a semi-elliptic of the same length, but also requires to be about twice as thick.

Time and again tension-in-coil springs have been introduced, but outside of supplemental or shock-absorbing devices they seem to have made very little progress. In this respect they frequently proposed air cushion, also light and easy riding but not easy to introduce.

Specifications for Pleasure Cars 1917

REVISED MONTHLY

ABBREVIATIONS:—MOTORS—Wisc., Wisconsin; **Cont.**, Continental; **Lycmg.**, Lycoming; **Widly.** Weidely; **T'tor**, Teetor; **H-Splm.**, Hershel-Spelman; **Ruten**, Rutenber; **G. B. S.**, Golden, Belknop *V* Swarts; **Ster.**, Sterling; **North.** Northway; **Masnk.**, Massnick. **SHAPE OF CYLINDERS—L.**, Valbes on one side of Cylinder; **T.**, Valves on opposides; **I.**, Valves in head; **F.**, Valves on side and in head; **S.**, Sleeve valve. **CAMSHAFT DRIVE—Hel.**, Helical; **Chn.**, Chain; **Spr.**, Spur; **Gr.**, Gear. **COOLING SYSTEM—P.**, Pump; **T.**, Thermo Syphon; **A.**, Air Cooled; †, Thermostatic Control. **OILING SYSTEM—F.**, Force Feed; **S.**, Splash; †Indicates Engine uses Drilled Crankshaft. **CARBURETOR—Stmb.**, Stromberg; **Schb.**, Schebler; **Rayf.**, Rayfield; **Tilt.**, Tillotson; **Cart.**, Carter; **Newc.**, Newcomb; **John.**, Johnson; **Marv.**, Marvel; **Holl.**, Holley; **Zeni.**, Zenith. **FED BY—V.**, Vacuum; **P.**, Pressure; **G.**, Gravity. **IGNITION SYSTEM—Eisen.**, Eisemann; **West.**, Westinghouse; **Conn.**, Connecticut; **G. X. D.**, Gray-Davis; **Al-Ch.**, Allis Chalmers; **At-K.**, Atwater-Kent; **Auto.**, Autolite; **Split.**, Split-dorf; **V. Sl.**, U. S. Lt. & Heat Co., **Wd. Leon.**, Ward-Leonard; **S.**, Single; **D.**, Double; **H.**, Hand Spark Advance; **A.**, Automatic Spark Advance; **Dup.**, Duplex. **CLUTCH TYPE—D.**, Disc., **DD.**, Dr6 Disc; **O. D.**, Oil Disc; **C.**, Cone; **C-U.**, Control Unit; **F. D.**, Friction Drive. **GEARSET LOCATION—U. P. P.**, Unit Power Plant, Engine Clutch and Transmission in one unit; **To'T.**, Gearset on Forward end of Torque Tube; **R. Ax.**, Unit with Rear Axle; **C-U.**, Control Unit. **TIRES—C.**, Clincher; **Q.**, Quick Detachable; **S.**, Straight Side. **REAR AXLE—F.**, Floating; **S.**, F. Semi-Floating; **D.**, Dead. **GEARS—Sp. B.**, Spiral Bevel; **Bev.**, Bevel; **C-U.**, Control Unit. **CAR DRIVES THROUGH—S.**, Springs; **T.**, Torque Tube; **R.**, Radius Rods. **TORQUE TAKEN BY—S.**, Springs; **T.**, Tube; **A.**, Arm; **R.**, Radius Rods. **REAR SPRINGS—Semi.**, Semi-Elliptical; **El.**, Elliptical; **Cant.**, Cantilever; **D Cant.**, Double Cantilever; **Plat.**, Platform: ‡Indicates Hotchkiss Drive used. **BEARINGS—B.**, Ball; **R.**, Roller; **P.**, Plane.

NAME AND MODEL	Price Touring Car	MOTOR							Shape of Cylinder	How Cylinders are Cast	Wdth.Pist.Ring Grove	Diam. Valve (Clear)	Lift of Valve	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Carburetor		IGNITION SYSTEM	Make of Starting-Lighting System	TRANSMISSION						Car Drives Through	Torque Taken By	RUNNING GEARS				BEARINGS				Weight ofofCar
																							REAR AXLE														
		Make of Engine	Number Cylinders	Bore and Stroke in Inches	Piston Displacemt.	Rated H. P.	Max. Brake H. P.	R. P. M. at Max. H. P.									Make	Fed by	Make Type		Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio			Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel	
Abbott, 6-44	1195	Cont	6	3¼x4½	224	25.35	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	Remy S-H	Remy-1	D D	U P P	Salisbury	¾	Sp B	4.75	S	S	122	32x4 s	Firestone	Semi	3	B	R	R	....
Abbott, 6-60	1595	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	.....	P	F & S	Stmb	..	Remy	Remy	D P	U P P	Salisbury	¾ F	Sp B	4.30	..	..	122	34x4 s	Firestone	Semi	3	....	R & B	R	....
Aland 14-60	.....	Own	4	3 x5½	....	.....	....	....	I	....	..	....	....	.....	T-S	F	Zeni	V	Eisen S-H	U S L 2	D D	U P P	Timken	S F	Sp B	4.33	..	..	122	33x4	....	Semi	3	B	R	B	....
Allen, Classic	895	Own	4	3¾x5	220	22.50	30	1900	L	Blk	¼	1 7/16	5/16	Hel	T-S	F & S	Stmb	V	West S-H	West-2	C	U P P	Own	F	Bev	4.00	S	T	112	32x3½ s	Firestone	Semi	2	B-P	B	B	2450
Alter, F-6-40	850	Falls	6	3 x4½	....	21.60	....	....	..	Blk	3/16	....	....	Hel	T-S	F & S	Schb	V	Conn S H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	..	..	114	32x3½	Cleveland	Semi	3	....	....	......	....
Alter, E-4-30	675	LeRoi	4	3⅛x4½	....	15.63	....	....	..	Blk	3/16	....	....	Hel	T-S	F & S	Schb	V	Conn S-H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	..	..	106	30x3½	Cleveland	Semi	3	....	....	......	....
American, Six	1285	Amco	6	3 x5	212	21.60	45	2200	L	Blk	5/32	1⅝	5/16	Hel	P	Sp	Zeni	V	G & D S-H	G & D-2	D D	U P P	Salisbury	¾ F	Sp B	4.42	S	S	122	32x4 s	Detroit	Semi	3	B-P	B-R	B	2710
Ams-Sterling	875	LeRoi	4	3⅛x4½	138	15.63	....	....	L	Blk	3/16	....	....	Hel	T-S	F & S	Stmb	G	Bosch	Bosch-2	D D	U P P	Adams	¾ F	Sp B	4.50	S	S	110	30x3½ s	....	Semi	2	R	B	B	....
Anderson, 200-A	1295	Cont	6	3¼x4½	224	25.35	....	....	L	Blk	3/16	....	....	Hel	P	F & S	own	G	West D-H	West-2	D	U P P	Hess	¾ F	Bev	4.42	S	S	120	33x4 s	Baker	Semi	3	B	B	B	....
Apperson, 8-17	2000	Own	8	3¼x5	332	33.80	65	2500	L	4	3/16	1⅝	5/16	Hel	T-S	F*	John	V	Remy D-H	Bijur-2	D D	Sep	Own	F	Sp B	4.58	S	S	130	35x4½ s	Firestone	¾ El	3	R	R	R	3290
Apperson	1690	Own	6	3½x5	289	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F*	Rayf	V	Con D-H	Bijur-2	D D	Sep	Hess	F	Sp B	4.41	S	S	122	34x4 s	Firestone	¾ El	3	R	R	R	....
Arbenz, 25	.....	Lycmg	4	3¼x5	....	.....	....	....	L	....	3/16	....	....	Hel	T-S	S	Cart	G	Alpco S-H	Aplco-1	C	U P P	Gemco	F	Bev	4.25	..	..	108	30x3½	....	Cant	2	B	R	B	....
Auburn, 6-44	1535	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Rayf	V	Delco S-H	Delco-1	D D	U P P	Columbia	F	Sp B	4.00	S	T	131	35x4½ s	Firestone	Cant	3	B-P	R	B	....
Auburn, 6-39	1145	Ttor	6	3⅛x5	230	23.44	42	2200	L	Blk	3/16	1 5/16	5/16	Hel	P	F & S	Rayf	V	Remy S-H	Remy-2	D D	U P P	Columbia	F	Sp B	4.42	S	A	120	34x4 s	Firestone	Semi	3	B	R	B	2800
Austin, 12	3750	Widly	12	2⅞x5	389	39.68	....	....	I	3	3/16	....	....	Hel	P	F*	Stmb	V	Delco S-H	Delco-2	D D	U P P	Spec. Aus	tin	2-sp	Axle	S	S	142	34x4½ q	Firestone	D Cant	3	B	B & R	R	....
Bell, '17	875	Lycmg	4	3½x5	192	19.60	....	....	L	Blk	¼	....	....	Hel	T-S	F & S	Zeni	V	At K S-H	Dyneto-2	D D	U P P	Adams	F	Bev	4.25	S	S	112	31x4	Firestone	¾ El	2	R	R	B	....
Ben-Hur, 17	1875	Buda	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	.....	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.45	..	..	126	35x4½	Miller	Semi	4	B	R	R	....
Biddle, D	2350	....	4	3¾x5⅛	226	22.50	48	2200	L	Blk	3/16	1⅝	⅜	Hel	T-S	F & S	Zeni	V	Eism	G & D-2	D D	U P P	....	¾ F	Bev	4.00	S	S	122	32x4 s	Stanweld	¾ El	3	B	B & R	B	2850
Bour-Davis, 17	1250	Cont	6	3¼x4½	244	25.35	46	2800	L	Blk	3/16	1½	7/16	Spur	P	F & S	Stmb	V	Remy	Remy	D D	U P P	Salisbury	¾ F	Sp B	4.57	S	S	118	32x4 s	Detroit	Semi	3	B-P	B & R	B	2800
Brewster	*6500	Own	4	4 x5½	276	25.26	60	2200	I	Blk	3/16	....	....	Ch	P	F & S	Zeni	V	Bosch S-H	U S L-1	C	Tr. T	Own	F	Sp B	4.25	T	T	125	34x4½ s	Firestone	Cant	3	B	B	R	....
Briscoe, 4-24	725	Own	4	3 3/16x5⅛	208	16.25	30	2000	L	Blk	3/16	1 7/16	9/32	Hel	T-S	S	Cart	G	Conn S-H	Split-2	C	R Ax	Own	F	Bev	4.23	S	A	105	30x3½ q	Jackson	El	2	B-R	B & R	B	2020
Buick, D-44 to 47	1040	Own	6	3¼x4½	224	25.35	....	....	I	Blk	3/16	....	....	Hel	P	S	Marv	V	Delco S-H	Delco-1	C	U P P	W. Mott	F	Sp B	4.08	T	T	115	34x4 s	Baker	Cant	4	B	B & R	B	....
Buick, D 34 & 35	675	Own	4	3⅜x4¾	170	18.23	....	....	I	Blk	3/16	....	....	Hel	P	S	Marv	V	Delco S-H	Delco-1	C	U P P	W. Mott	¾ F	Bev	4.08	S	T	106	31x4 c	Prudden	Semi	3	B-R	B & R	B	....
Cadillac, 55	2240	Own	8	3⅛x5⅛	314	31.25	....	2650	L	4	3/16	1 11/16	7/32	Ch	P*	F*	own	P	Delco S-A	Delco-1	D D	U P P	Timken	F	Sp B	4.43	S	A	125	36x4½ s	Kelsey	Plat	3	B	R	R	....
Cameron, '17	1250	Amco	6	3 x5	212	21.60	....	....	L	Blk	5/32	....	....	Hel	P	F & S	Zeni	V	G & D S-H	G & D-2	D D	R Ax	Own	S-F	Sp B	4.00	R	T	122	32x4	D Wheels	Cant	3	B-R	B	B	....
Case, 40	1190	Own	4	3⅝x6	248	21.03	45	2200	L	Blk	3/16	1 9/16	⅜	Hel	T-S	F & S	Rayf	V	Conn S-H	Auto-2	C	U P P	Salisbury	¾ F	Sp B	4.42	T	T	120	34x4q	Goodyear	Cant	3	R-P	R	R	3250
Chalmers, 6-30	1350	Own	6	3¼x4½	224	25.35	....	....	L	Blk	3/16	....	....	Hel	T-S	F & S	Stmb	V	Remy S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.75	S	S	115	32x4 s	Kelsey	Semi	3	R	B	R	....
Chandler, 17	1595	Own	6	3½x5	289	29.40	....	....	L	3	3/16	1 5/16	9/32	Ch	P	F	Rayf	G	Bosch S-H	G & D-2	D D	U P P	Own	F	Sp B	4.40	S	A	123	34x4 s	....	Semi	3	B	B	R	3000
Chevrolet	550	Own	4	3 11/16x4	171	21.75	....	....	I	Blk	..	....	....	Hel	T-S	S	Zeni	G	Conn S-H	Auto-2	C	U P P	Own	¾ F	Bev	3.63	S	S	102	30x3½ q	Detroit	¼ Cnt	3	B	R	B	....
Chevrolet, D	1385	Own	8	3⅜x4	286	36.45	....	....	I	Blk	3/16	....	....	Hel	P	S	Zeni	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	S	T	120	34x4q	Demount	¼ Cnt	3	B-P	R	C & C	....
Chevrolet, F	875	Own	4	3 11/16x4	171	21.75	....	....	I	Blk	3/16	....	....	Hel	T-S	S	Zeni	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	S	S	108	33x4s	Demount	¼ Cant	3	B-P	R	C & C	....
Chicago	1250	Model	6	3 x5	....	21.60	....	....	..	Blk	3/16	....	....	Hel	P	S	Rayf	V	G & D S-H	G & D-2	D D	U P P	Timken	F	Sp B	4.25	..	..	120	32x4	Firestone	Semi	3	R	R	R	....
Cole, 860	1795	North	8	3½x4½	346	39.22	76	2800	L	4	3/16	1½	5/16	Hel	P	F & S	Stmb	V	Delco S-H	Delco-2	C	U P P	Columbia	F	Sp B	4.46	S	S	127	35x4½ q	Goodrich	Semi	3	B	R	R	3440
Colonial, 35	995	Falls	6	3 x4½	....	21.60	....	....	..	Blk	..	....	....	Hel	T-S	F & S	Stew	V	Remy S-H	Al-Ch-1	C	U P P	Lewis	F	Bev	4.41	..	..	116	32x3½	Goodyear	Cant	3	B	B	B	....
Colombia D	1250	Cont	6	3¼x4½	224	25.35	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	A-K	Wd. Leon	D	U P P	Timken	¾ F	Sp B	4.75	..	..	115	32x4	Firestone	Cant	4	B	R	R	....
Crawford	1750	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	Bosch	West	D	U P P	Timken	¾ F	Sp B	4.50	..	..	120	34x4	Goodrich	⅜ El	3	R	R	R	....
Crow-Elkhart, 35	845	Lycmg	4	3½x5	196	19.60	35	1800	L	Blk	3/16	1 5/16	5/16	Hel	T-S	F & S	Zeni	G	Conn S-H	Dyneto-2	O D	R Ax	Salisbury	F	Bev	4.00	T	T	114	32x3½ s	Funk	¾ El	2	B	R	B	2300
Crowther Duryea	650	....	4	3¾x4¼	....	.....	....	....	..	Blk	3/16	....	....	.....	T-S	....	Schb	G	....	Split	.....	R Ax	Duryea	D	S	....	..	..	110	32x3½	....	¾ El	..	....	....	......	....
Cunningham, 7	4000	Own	8	3¾x5	445	45.00	90	2200	L	4	3/16	1¾	5/16	Hel	P	F	Stmb	V	West S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	S	A	132	37x5	Firestone	Semi	3	B-R	....	R	4350
Daniels, A	2800	H-Splm	8	3¼x5	332	33.80	70	2000	L	4	3/16	1 9/16	⅜	Hel	P	F	Zeni	V	West S-H	West-2	D D	U P P	Timken	¾ F	Sp B	4.42	S	A	127	34x4½ s	Firestone	Semi	3	B-R	R	R	3800
Darling	.....	Cont	6	3½x5¼	....	.....	....	....	..	....	..	....	....	.....	P	F	Stmb	V	At-K	Bijur	D	U P P	Timken	F	Sp B	....	..	..	130	33x4½	....	Semi	..	....	....	......	....
Davis, J	1595	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	Delco D-H	Delco-2	C	U P P	Columbia	F	Sp B	4.42	S	S	124	34x4½	Firestone	Semi	3	B	R	R	....
Davis, H	1295	Cont	6	3¼x4½	224	25.35	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	Delco D-H	Delco-2	C	U P P	Columbia	¾ F	Sp B	4.58	S	S	119	34x4	Firestone	Semi	3	B	R	B	....
Detroiter, 6-45	1250	Cont	6	3¼x4½	224	25.35	45	2400	L	Blk	3/16	1⅝	¼	Hel	P	F & S	Ball	V	Conn S-H	Auto-1	D D	U P P	Timken	S-F	Sp B	4.75	S	S	119	33x4 s	Kelsey	Semi	3	B-P	R	R	2675
Dispatch, G	1210	Wisc	4	3¾x5	220	22.50	36	2000	L	Blk	3/16	1 11/16	7/16	Hel	T-S	F*	Rayf	V	Bosch S-H	U S L	CU	C U	Own	New	C U	4.12	R	S	120	33x3½ q	Goodyear	El	3	B	B	B	2200
Dixie, Flyer	895	Lycmg	4	3¼x5	166	16.92	29	1900	L	Blk	3/16	1⅝	5/16	Hel	T-S	S	Cart	V	Conn S-H	Dyneto-2	C	U P P	Peru	F	Sp B	4.75	T	T	112	32x3½ s	Stanweld	¾ El	2	B-P	B & R	B	2300
Dodge Brothers	835	Own	4	3⅞x4½	212	24.03	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stew	V	Delco S-H	N. East-1	D D	U P P	Own	F	Sp B	3.61	T	T	114	32x3½ s	Kelsey	¾ E.†	3	B	R	R	....
Dorris, I B-6	2475	Own	6	4 x5	377	38.40	60	2000	..	3	¼	1¾	22/64	Hel	P	F*	Stmb	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	S	..	128	36x4½ s	Stanweld	Plat	7	R	R	R	3797
Dort	725	Own	4	3¼x5	166	16.90	33	1900	L	Blk	3/16	1⅝	19/64	Hel	T-S	S	Cart	G	Conn S-H	West-2	C	U P P	Walker W	¾ F	Bev	4.07	S	T	105	30x3½ s	Jackson	Cant	2	B	B R & P	B	2125
Drexel	.....	Own	4	3½x5	196	.....	....	....	I	....	3/16	....	....	Chn	T-S	F & S	Stmb	V	Bosch S-H	Bijur-1	D	U P P	Timken	S-F	Sp B	4.42	..	..	118	34x4	....	Semi El	2	B	R	R	....
Drexel, R-30	855	Own	4	3½x5	196	.....	....	....	I	Blk	3/16	....	....	Chn	T-S	F & S	Stmb	G	Bosch S-H	Bijur-2	C	U P P	Peru	F	Bev	4.25	..	..	112	33x4	Goodyear	¾ El	2	B	R	B	....
Drummond	.....	H-Splm	8	3 x5	284	.....	70	2400	L	....	¼	1⅝	¼	Hel	P	F	Zeni	V	West S-H	West-1	D	U P P	Columbia	F	Sp B	4.42	..	A	120	34x4	....	Cant	3	B	R	R	3000

*Cost of Chassis only.

Eagle-Rotary	700	Own	5	3¼x3½	...	21.13	...	....	L	Sing	⅜	....	....	.....	R M	S	Zeni	G	At K S-A	Al-Ch-1	D D	U P P	American	S-F	Bev	4.00	..	..	108	34x4	Stanweld	Cant†	..	....	......	......	....
Elcar, 2	845	Lycmg	4	3½x5	192	19.60	34	1800	L	Blk	5/16	1⅜	5/16	Hel	T-S	S	Cart	V	Delco S-H	Dyneto-2	D D	U P P	Salisbury	F	Sp B	4.08	S	T	115	32x3½ s	Stanweld	Semi	2	B-R	B & R	B	2245
Elgin	985	Falls	6	3 x4¼	180	21.60	35	2000	I	Blk	5/16	1	5/16	Hel	T-S	F & S	Stmb	V	Remy S-H	Wagner	D D	U P P	Salisbury	F	Sp B	4.50	S	A	116	33x4 s	Stanweld	Cant	3	B	B	B	2500
Empire, 50	1125	Ttor	4	3⅞x5	236	24.03	...	....	T	Blk	5/16	....	....	Hel	P	S	Stmb	V	Conn S-H	Auto-2	D D	U P P	Peru	¾ F	Bev	4.00	S	T	115	33x4 s	Stanweld	Semi†	3	B-P	R	B	....
Empire, 70-A-6	1285	Cont	6	3¼x4½	224	25.35	39	2200	L	Blk	¼	1⅜	.28	Hel	P	F & S	Stmb	V	Conn S-H	Auto-2	D D	U P P	Hess	F	Sp B	4.42	S	S	120	34x4 s	Stanweld	¾ El†	3	B-P	B & R	B	3000
Enger, '17	1295	Own	12	2 11/16x3½	...	34.80	...	....	I	Blk	5/16	....	....	Chn	T-S	F & S*	Stmb	G	Remy S-H	West 2	D D	U P P	Hess	F	Sp B	4.75	..	..	116	32x4 s	Stanweld	Cant	3	B-P	B & R	B	....
Erie, 33	795	GBS	4	3¾x4½	...	22.50	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Schb	G	Dixie	Dyneto-2	D	U P P	Salisbury	¾ F	Bev	4.00	..	..	118	33x4	Firestone	¾ El	3	B	R	B	....
Fiat, 55	5500	Own	4	5⅛x6¾	557	42.03	...	....	L	Blk	..	....	....	Hel	P	F	Zeni	P	Bosch D-H	West-2	O D	Sep	Own	S-F	Sp B	2.75	T	T	140	35x5 c	Firestone	Semi	3	B	B	B	....
Ford, T	360	Own	4	3¾x4	176	22.50	20	1400	L	Blk	¼	1 5/16	7/32	Spr	T-S	S	Holl	G	Own S-H	....	O D	U P P	Own	S-F	Bev	3.63	T	T	100	30x3½ c	Clincher	Trans.	3	P	R	B	1500
F. R. P. 45 (16 valve)	*7000	Own	4	4⅗x6¾	448	34.28	...	....	I	Blk	¼	....	....	Wm	P	F & S	Long	P	Bosch 2-Pt	Bosch-2	C	Sep	Own	F	Bev	3.00	S	T	140	36x5	D Wheels	Semi	3	B	B	B	....
Franklin, 9	1950	Own	6	3¼x4	199	25.35	...	....	I	Sing	5/16	1 5/16	5/16	Hel	A	F*	own	V	At K S-A	Dyneto-1	O D	Sep	Own	S-F	Sp B	3.92	S	S	115	32x4 s	Goodyear	El**	7	B	B	B	2280
Geneva	2500	H-Splm	6	4 x5½	415	13.40	...	....	T	3	3/32	....	....	Hel	P	F & S	Rayf	V	Eise'n S-H	West-2	D D	U P P	Timken	F	Sp B	3.76	S	S	139	34x4½	D Wheels	Semi†	3	R	R	R	....
Glide, 40	1295	Ruten	6	3⅛x5	230	23.44	45	2400	L	Blk	3/32	1 5/16	11/32	Hel	P	F & S	Rayf	V	West S-H	West-2	D D	U P P	American	¾ F	Sp B	4.64	S	S	119	34x4 s	Goodyear	¾ E†	3	B-P	B	B	2850
Grant, K	875	Own	6	3 x4¼	180	21.60	40	2500	I	Blk	5/16	1¼	7/32	Hel	T-S	S	Stmb	V	Remy S-A	Wagner-2	C	U P P	Peru	F	Bev	4.50	T	T	112	32x3½ s	Firestone	Cant	3	B-P	B & R	B	....
Great Eagle, 17-4	3500	Wisc	4	4¾x5½	...	36.10	...	....	L	2	¼	....	....	Hel	P	F & S	Stmb	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	4.50	..	..	146	37x5	Firestone	Cant	3	....	......	......	....
Hal, 12	2600	Widly	12	2⅞x5	389	39.68	...	....	I	3	5/16	....	....	Hel	P	F	Stmb	V	Remy D-H	West-2	D D	U P P	Timken	F	Sp B	4.46	S	S	135	34x4½ s	Stanweld	Semi†	3	B	R	R	....
Hackett, 4	888	G-B & S	4	3¾x4¼	188	22.50	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Cart	V	G & D S-H	G & D-2	O D	U P P	Weiss	S-F	Bev	4.00	S	S	112	32x3½	Firestone	¾ El†	3	R	R	B	....
Harroun, A	.....	Own	4	3¼x5¼	174	16.90	43	2400	I	Blk	5/16	1 7/16	5/16	Hel	T-S	F & S	Stmb	V	Bosch S-H	Remy-2	O C	U P P	Own	F	Bev.	4.00	S	T	107	30x3½q	Demount	Cant	3	B	B & R	R	2000
Harvard, 4-20	*750	Sterl	4	3 x4¼	120	14.40	...	....	L	Blk	5/16	....	....	Hel	T-S	S & F	Zeni	G	At K S-H	Wagner-2	C	U P P	Det G Di	S-F	Bev.	4.00	S	S	100	28x3	Baker	Cant	2	B-P	B & R	B	....
Hatfield	800	C-B & S	4	3¾x4¼	188	22.50	...	....	I	Blk	5/16	....	....	Ghn	T-S	F & S	Stmb	V	C n S-H	Disco-2	O D	U P P	Peru	F	Bev	4.23	S	S	106	31x4	Detroit	Cant	3	B	R	B	....
Hatfield	950	G-B & S	4	3¾x4¼	188	22.50	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Stmb	V	Conn S-H	Dyneto- 2	O D	U P P	Peru	F	Bev	....	..	..	115	32x4	Firestone	¾ El	3	B	R	B	....
Haynes, 40	2095	Own	12	2¾x5	365	36.30	70	2200	I	6	5/16	1.31	.31	Chn	P*	F	Rayf	V	Delco SHA	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	S	S	121	35x4½ s	Firestone	Semi†	3	B	B	B	3250
Haynes, 36	1595	Own	6	3½x5	289	29.40	50	2200	L	Blk	5/16	1.50	.37	Hel	P	S	Rayf	V	Remy S-H	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	S	S	121	34x4 s	Firestone	Semi†	3	B	B	B	3075
Hollier, 178	1185	Own	8	3 x4¼	240	28.80	40	2000	L	4	5/16	1⅜	5/16	Hel	T-S	F & S*	Dupl	V	At K DHA	Split-1	C	U P P	Own	F	Sp B	4.50	T	T	116	34x4 s	Firestone	Cant	3	B	B	R	2700
Hollier, 186	985	Falls	6	3 x4¼	180	21.60	35	2150	I	Blk	5/16	1¼	5/16	Hel	T-S	S	Stew	V	Remy S-A	Al-Ch-1	C	U P P	Own	F	Sp B	4.50	T	T	116	32x3½ s	Firestone	Cant	3	B	B	R	2500
Howard	.....	Cont	6	3¼x4½	...	.....	28	2200	L	....	¼	....	....	Hel	P	F & S	Stew	V	At K S-A	1	D D	U P P	Hess	F	Sp B	4.75	S	S	118	32x4	....	Semi-El	3	B	B & R	R	1550
HomerLaughn, D	*1050	Own	8	2¼x3¾	120	16.20	...	....	L	4	5/16	....	....	Chn	T-S	S	Ensl	P	At K D-A	Disco-1	F D	......	Own	D	......	....	R	..	112	30x3½	Spranger	C Cant	2	B	B	B	....
Hudson-Super 6	1650	Own	6	3½x5	288	29.40	76	2450	L	Blk	5/16	1 11/16	.31	Hel	P	S	own	P	Delco SHA	Delco-1	O D	U P P	Timken	S-F	Sp B	4.46	S	S	125	35x4½ s	Kelsey	Semi†	4	R-P	R	R	3200
Hupmobile N & NR	1285	Own	4	3¾x5½	243	22.50	38	1700	L	Blk	5/16	1¾	9/32	Chn	T-S	F & S	Zeni	G	At K SHA	West-2	O D	U P P	Own	¾ F	Sp B	4.64	S	S	119	34x4 s	Firestone	Semi†	3	B-R	B	R	2850
Inter-State, T	925	Own	4	3½x5	193	19.60	31	1900	L	Blk	5/16	1⅜	3/32	Hel	T-S	S	Schb	G	Remy S-H	Remy-2	C	R Ax '	Peru	¾ F	Bev	4.00	T	T	110	33x4q	Firestone	¾ El	3	B-R	B R	B	3575
Jackson	1395	Ferro	8	3 x3½	198	28.80	48	2300	I	Blk	5/16	1 5/16	.325	Hel	T-S	F	Zeni	V	Auto S-A	Auto-2	D D	U P P	Salisbury	F	Sp B	4.75	S	S	118	34x4 s	Detroit	El	3	R	R	B & C	2800
Jeffrey, 671	1465	Own	6	3½x4⅝	267	29.40	...	....	L	Blk	5/16	....	....	Chn	P	F & S	Rayf	V	Delco S-H	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	S	S	125	34x4q	Stanweld	¾ El	3	R	R	R	....
Jeffrey, 472	1095	Own	4	3¾x5¼	232	22.50	...	....	L	Blk	¼	....	....	Hel	P	F & S	Stmb	V	Magneto	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	S	S	116	34x4q	Stanweld	¾ El†	3	R	R	R	....
Jones, B-26	1475	Lewis	6	3½x5¼	288	29.40	55	2650	L	Blk	5/16	1½	5/16	Hel	T-S	F & S	Stmb	V	Remy D-H	Auto-2	D D	U P P	Timken	F	Sp B	5.00	S	S	125	34x4	Firestone	Semi†	3	R	R	R	3000
Jordan, 17	1795	Cont	6	3½x5¼	303	29.40	60	2275	L	Blk	5/16	1 7/32	5/16	Hel	P	F & S	Stmb	V	Bosch S-H	Bijur-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	127	35x4½	Firestone	Semi†	3	B	R	R	3070
Kent	1085	Cont	4	3¾x5	...	22.50	...	....	L	Blk	5/16	....	....	Hel	T-S	S	Zeni	V	Bosch S-H	Bosch-2	C	U P P	Timken	F	Sp B	4.08	..	..	116	32x4	Firestone	¾ El†	3	P	R	R	....
King, E	1650	Own	8	3 x5	283	28.80	60	2400	L	4	5/16	1½	5/16	Chn	T-S	F	Ball	V	At K S-H	Bijur	D D	U P P	American	F	Sp B	4.64	S	A	120	34x4 s	Stanweld	Cant	3	R-B	....	B	3150
Kissel, 100 pt. 6	1295	Own	6	3¼x5	249	25.35	...	....	L	Blk	¼	....	....	Hel	P	F & S	Stmb	V	Remy S-H	Own-2	C	U P P	Own	F	Sp B	4.58	S	S	117	34x4 s	Stanweld	¾ El†	3	B	R	R	....
Kissel, 6-42	1750	Own	6	3⅝x5½	340	31.54	...	....	L	Blk	5/16	....	....	Hel	P	F & S	Stmb	V	Eise'n S-H	West-2	D D	U P P	Own	F	Sp B	4.00	S	S	128	34x4½ s	Stanweld	¾ El†	3	B	R	R	....
Kline, 6-38	1295	Cont	6	3¼x4½	224	25.35	...	....	L	Blk	¼	....	....	Hel	P	F & S	Rayf	V	West S-H	West-2	D D	U P P	Hess'	F	Sp B	4.50	S	S	120	34x4 s	Firestone	¾ El†	3	B	R	B	....
Lambert, 90	.....	Ruten	4	4¼x5¼	...	.....	...	....	L	....	¼	....	....	Spv	....	S	Schb	V	Remy S-H	Remy	......	......	Salisbury	S-F	.....	....	..	..	115	34x3½	....	El	..	....	......	B	....
Lambert, 80	.....	Cont	6	4¼x5½	224	.....	...	....	L	....	¼	....	....	Spv	P	S	Schb	V	Remy S-H	Remy-1	......	......	Salisbury	S-F	.....	....	S	S	112	33x4	....	El	..	....	......	B	....
Laurel, 35	895	G-B & S	4	3¾x4¼	188	22.50	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Schb	G	Split S-H	Disco-2	O D	U P P	Peru	F	Bev	4.25	S	T	112	32x3½ s	Goodyear	Cant	..	B	R	B	....
Lenox, O	2650	Buda	6	3¾x5½	364	33.50	...	....	..	Blk	¼	....	....	Spur	P	S	Cart	V	Eise'n S-H	Bijur-2	D D	U P P	Timken	F	Sp B	4.10	..	..	130	34x4½	Firestone	Semi-El	3	....	......	......	....
Lexington, 6-P	2875	Cont	6	4⅛x5¼	421	40.84	...	....	L	3	¼	....	....	Hel	P	F & S	Stmb	V	At K D-H	West-2	C	U P P	Timken	F	Sp B	4.08	S	T	144	36x4½ s	Firestone	¾ El	3	B	R	R	....
Lexington, 6-O	1285	Cont	6	3¼x4½	224	25.35	40	2250	L	Blk	¼	1⅜	3/32	Hel	P	F & S	Rayf	V	Conn S-H	West-2	D D	U P P	Hess	F	Sp B	4.75	S	S	116	32x4 s	Goodyear	¾ El†	3	B-P	B & R	B	2675
Liberty Six, 10-B	1195	Cont	6	3¼x4½	224	25.40	40	2200	L	Blk	5/16	1 7/16	3/32	Hel	T-S	F & S	Stmb	V	Delco S-H	Delco-2	D D	U P P	Timken	S-F	Sp B	4.75	S	S	115	32x4 s	Firestone	Semi†	3	B	R	R'	2680
Locomobile, 48 S 2	5950	Own	6	4½x5½	525	48.60	90	2100	T	2	¼	2⅛	⅜	Hel	P	F & S	Ball	P	Berling M	West-2	D D	Sep	Own	F	Sp B	3.85	R	A	142	37x5q	Firestone	¾ El	7	B	B	R	5150
Locomobile, 38 S 2	5000	Own	6	4¼x5	426	43.35	75	2100	T	2	¼	2⅛	⅜	Hel	P	F & S	Ball	P	Berling M	West-2	D D	Sep	Own	F	Sp B	3.85	R	A	139	37x5q	Firestone	¾ El	7	B	B	R	4950
Lozier 84	1695	Own	4	4¼x6½	369	28.90	...	....	L	Blk	¼	....	....	Chn	P	F & S*	Stew	P	Bosch D-H	G & D-2	O D	U P P	Timken	F	Bev	3.91	..	..	120	36x4½ s	Stanweld	Plat†	3	....	......	......	....
Lozier, 82	2775	Own	6	3⅞x6	424	36.04	...	....	L	3	¼	....	....	Chn	P	F & S*	Rayf	P	Eise'n S-H	G & D-2	O D	U P P	American	F	Sp B	3.27	..	..	132	36x4½ s	Stanweld	Plat†	3	....	......	......	....
Luverne, 760	1750	Cont	6	3¾x5¼	348	33.75	...	....	L	3	5/16	....	....	Chn	P	F & S	Schb	V	At K S-H	Bosch-2	D D	U P P	Hess	F	Sp B	4.00	S	S	132	35x4½ s	D Wheels	Semi†	4	B	B & R	R	....
Macon, A	875	Sterl	4	3 x4¼	...	14.40	...	....	L	Blk	....	....	....	Hel	T-S	S	Zeni	V	Conn	Wagner-2	D D	U P P	Timken	S-F	Sp B	4.75	..	..	114	32x3½	....	Semi	2	B	R	R	....
Madison, 4	1285	Ruten	6	3⅛x5	230	23.44	48	2200	L	Blk	¼	1⅛	5/16	Hel	P	S	Rayf	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	S	S	120	34x4 s	Firestone	¾ El†	3	B	B	B	2960
Majestic, A	1650	Colonial	8	3 x5	283	.....	...	....	..	Blk	....	....	....	Chn	T-S	F	Ball	V	At K S-H	....	D D	U P P	Salisbury	F	Sp B	4.42	S	S	135	35x5	Firestone	Semi	3	B-R	B	B	....
Majestic, M	3000	H-Splm	8	3¼x5	332	.....	...	....	..	Blk	....	....	....	Hel	Gr	F	Ball	V	At K S-H	....	D D	U P P	American	¾ F	Sp B	4.30	S	S	125	32x4	Firestone	Semi	3	B-R	R	B	....
Malbohm, A	795	Own	4	3⅛x4	122	15.63	29	2360	L	Blk	5/16	1⅜	⅜	Hel	T-S	F & S	Zeni	G	At K S-H	Disco-1	D D	U P P	Weiss	¾ F	Bev	4.00	S	S	105	30x3½ c	Prudden	Semi†	3	B	R	B	1820
Marion-Hanly, A	1350	Ruten	6	3⅛x5	230	23.44	45	2400	L	Blk	3/32	1 3/32	5/16	Hel	P	F & S	Stmb	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.42	S	S	120	32x4 s	Firestone	Semi†	3	B-P	B & R	B	2860
Marion-Hanly, B	1650	Cont	6	3½x5¼	288	29.40	55	2100	L	Blk	5/16	1.31	.31	Hel	P	F & S	Stmb	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.07	S	S	125	35x4½ s	Firestone	Semi†	3	B	B & R	B	3060
Marmon, 34	3100	Own	6	3¾x5⅛	340	33.75	...	....	I	Blk	5/16	....	....	Hel	P*	F	Stmb	G	Bosch S-H	Bosch-2	C	To-T	Own	¾ F	Sp B	3.69	T	T	136	32x4½q	D Wheels	C Trans	4	B-R	B R	R	....
Maxwell, 25	665	Own	4	3⅝x4½	186	21.03	...	....	L	Blk	5/16	....	....	Hel	T-S	F & S	K.D.	G	At K S-H	Simms-1	O C	U P P	Own	¾ F	Bev	3.58	S	T	103	30x3½ c	D Wheels	¾ El	2	R-P	R	B	....
McFarlan, 127	3800	Ttor	6	4½x6	573	48.60	100	1850	T	Blk	¼	2	.34	Hel	P	F & S	Stmb	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	3.77	S	S	137	35x5 s	Firestone	Semi	4	R	R	R	4465
Mercer, 22-73	3500	Own	4	3¾x6¾	298	22.50	...	....	L	Blk	5/16	....	....	Chn	P	F	Zeni	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.87	S	S	132	34x4½q	Howard	Semi†	3	B	B R	R	....
Mercer, 22-73	*3400	Own	4	3¾x6¾	298	22.50	72	2800	L	Blk	5/16	2⅛	⅜	Chn	P	F	Zeni	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.22	S	S	115	32x4q	Howard	Semi†	3	B	B R	R	3900
Metz, 25	650	Own	4	3⅞x4	189	24.03	...	....	L	Blk	5/16	....	....	Spr	T-S	S	AWT	G	West S-A	G & D-2	F D	......	Own	......	......	4.00	R	R	108	32x3½ c	Mott	El	3	....	R	B	3100
Mitchell, C-42	1425	Own	6	3½x5	289	29.40	52	2000	L	Blk	¼	1 7/16	5/16	Hel	P	S	Rayf	V	Conn S-H	West-2	C	T T	Own	F	Bev	4.41	T	T	127	34x4 s	Standwel	Cant	3	B-R	B & R	R	3160
Mitchell, D-40	1195	Own	6	3¼x5	249	25.35	46	2200	L	Blk	5/16	1 7/16	5/16	Hel	P	S	Rayf	V	Conn S-H	Split-2	C	T T	Own	¾ F	Sp B	4.41	T	T	120	32x4 s	Stanweld	Cant	3	B R	B & R	B	2860
Moline-Kngt, 50	1840	Own	4	4 x6	301	25.60	52	1700	S	Blk	¼	....	....	Chn	T-S	F	Schb	V	Conn S-H	Comb	C	Sep	Mott	¾ F	Sp B	4.00	S	A	122	35x4½ s	Firestone	C Trans	3	R-P	R	B	3152
Moline-Kngt, 40C	1495	Own	4	3¾x5	220	22.50	...	....	S	Blk	¼	....	....	Chn	T-S	F	Schb	V	Conn S-H	Comb	C	Sep	Timken	S-F	Sp B	4.30	S	A	118	34x4 s	Firestone	C Trans	3	R-P	R	R	3012
Monitor, C	895	G-B & S	4	3¾x4¼	188	22.50	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Schb	G	....D-H	Heinze-2	O D	U P P	Adams	F	Bev	4.50	S	S	110	32x3½ s	Goodrich	¾ El	3	B-R	R	B	....
Monitor, N	1095	Cont	6	3¼x4½	224	25.35	...	....	L	Blk	¼	....	....	Hel	P	S	Stmb	V	Heinze DH	Heinze-2	D D	U P P	Adams	F	Bev	4.50	S	S	117	33x4 s	Goodrich	¾ El	3	B-R	R	B	....
Monroe, M-4	1095	Own	4	3¼x4½	150	16.90	44	2600	I	Blk	5/16	1⅜	⅜	Hel	T-S	F	Zeni	V	Conn S-H	Auto-2	D D	U P P	Hess	S-F	Sp B	4.75	S	A	115	32x4 s	Firestone	C Cant	2	B	R	R	2375
Moon, 6-66	1750	Cont	6	3½x5¼	303	29.40	...	....	L	Blk	5/16	....	....	Hel	P	F & S	Rayf	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.42	S	S	124	35x4½ s	Firestone	Semi†	3	B-P	R	R	....
Moon, 6-43	1395	Cont	6	3¼x4½	224	25.35	45	2000	L	Blk	5/16	1⅜	¼	Hel	P	F & S	Rayf	V	Delco S-H	Delco-2	D D	U P P	Hess	¾ F	Sp B	4.60	S	S	118	33x4 s	Firestone	Semi†	3	B-P	B & R	B	2950
Moore, 30	550	G-B & S	4	3¾x4½	303	22.50	60	2000	L	Blk	¼	1 7/16	¼	Chn	T-S	F & S	Schb	V	Split S-H	Disc-2	O D	U P P	Peru	F	Sp B	4.00	S	S	106	30x3½	Detroit	Cant	3	B	B & P	B	3050
Murray, 70-T	2500	H-Splm	8	3¼x5	332	33.80	80	2700	L	4	5/16	....	....	Hel	P	F	Zeni	V	Split D-H	West	D D	U P P	Timken	F	Sp B	4.46	S	S	128	34x4½ s	Firestone	¾ El	3	R	R	R	3750
Napoleon, 30	795	Lycmg	4	3½x5	166	19.60	32	2400	L	Blk	5/16	....	....	Hel	T-S	F & S	Cart	V	Conn D-H	Dyneto-2	D D	U P P	Mott	S-F	Bev	4 00	S	S	112	31x4	Prudden	Cant	2	B-R	B & R	B	2250
National, 12	2250	Own	12	2⅞x4¾	370	39.60	80	2800	L	6	5/16	1 21/64	.320	Hel	P	F	Rayf	V	Delco S-H	Bijur-2	C	U P P	Columbia	F	Sp B	4.58	S	A	128	34x4½q	Firestone	Cant	3	B	R	R	3530
National, 6	1850	Own	6	3½x5¼	303	29.40	51	1900	L	Blk	5/16	154	.302	Hel	P	F & S	Rayf	V	Split S-H	West-2	C	U P P	Columbia	F	Sp B	4.85	S	A	128	34x4½q	Firestone	Cant	3	B	R	B	3417
Nelson	1700	Own	4	3⅛x4¾	146	15.60	...	....	I	Blk	....	....	....	Bev	T-S	F & S	Zeni	V	Bosch S-H	U-S-L-1	O D	R. Ax	Own	F	Sp B	4.25	..	..	104	32x4 s	Kelsey	Semi	2	B-R	B & R	B	....
Oakland, 34	875	North	6	2⅞x4¾	177	19.04	41	2500	I	Blk	5/16	1 3/32	5/16	Hel	P	S	Marv	V	Delco S-H	Delco-2	C	U P P	Mott	F	Bev	4.50	S	S	112	32x4 s	Baker	Semi†	3	B-R	R	R	2150
Oakland, 50	1585	North	8	3½x4½	346	39.30	...	....	L	4	5/16	....	....	Hel	P	F & S	Stmb	V	Delco S-H	Delco-2	C	U P P	Mott	F	Sp B	4.08	S	S	127	34x4½ s	Baker	¾ El†	3	B-R	R	B	....
Ogren, 6-50	.....	Cont	6	3¾x5¼	348	33.75	...	....	L	....	....	....	....	.....	P	F	Rayf	V	Bosch	West-1	D D	U P P	Timken	F	Bev	3.75	S	S	132	34x4½	Stanweld	Semi	..	R	....	R	....
Oldsmobile, 45	1295	Own	8	2⅞x4¾	246	26.55	58	2600	L	4	5/16	1¼	11/32	Hel	P	F	John	V	Delco S-A	Delco-2	C	U P P	Mott	F	Sp B	4.91	S	S	120	33x4 s	Baker	¾ El†	2	B-R	B & R	R	2985
Overland, 85	895	Own	4	4⅛x4½	240	27.23	35	1690	L	Blk	5/16	1⅝	11/32	Hel	T-S	F & S	Tilt	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Bev	4.00	T	T	112	32x4 s	Stanweld	Cant	5	B-R	B & R	R	2835
Overland, 85-B	1025	Cont	6	3¼x4½	223	25.35	38	2240	L	Blk	¼	139	3/32	Hel	P	F & S	Tilt	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Sp B	4.60	T	T	116	32x4 s	Stanweld	Cant	3	B-R	B & R	R	2993
Overland, 90	695	Own	4	3⅜x5	178	18.23	35	2090	L	Blk	5/16	1 5/16	3/32	Hel	T-S	S	Tilt	V	Conn	Auto-1	C	R Ax	Own	¾ F	Bev	3.75	T	T	104	31x4 c	Stanweld	Cant	2	B-R	B & R	R	2350

NAME AND MODEL	Price Touring Car	MOTOR							Shape of Cylinder	How Cylinders are Cast	WdthPist. Ring Grove	Diam. of Valves (Clear)	List of Valve	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Carburetor		IGNITION SYSTEM	Make of Starting-Lighting System	TRANSMISSION								RUNNING GEARS				BEARINGS				Weight of Car
																							REAR AXLE														
		Make of Engine	Number Cylinders	Bore and Stroke in Inches	Piston Displacemt.	Rated H. P.	Max. Brake H. P.	R. P. M. at Max. H. P.									Make and Type	Fed by	Make Type		Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio	Car Drives Through	Torque Taked By	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel	
Owen-Magnetic, O-36	3950	Cont	6	3¾x5½	364	33.75	60	2000	L	Blk	5/16	1 11/16	⅜	Hel	P	F & S	Zeni	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	American	F	Sp B	3.50	S	A	136	35x5 s	D Wheels	Semi	4	....	R	......	4520
Owen Magnetic, M-25	3300	Cont	6	3½x5¼	303	29.40	50	2000	L	Blk	5/16	1.54	5/16	Hel	P	F & S	Zeni	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	Timken	¾ F	Sp B	4.08	S	S	125	34x4½ s	Stanweld	Semi†	3	....	R	......	4020
Packard, 2-25	3050	Own	12	3 x5	424	43.20	95	2600	L	6	5/16	1½	.344	Chn	P	F	own	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	S	A	126	35x5q	Contin'al	Plat	3	B-R	B	R	4150
Packard, 2-35	3500	Own	12	3 x5	424	43.20	....	....	L	6	5/16	....	....	Chn	P*	F	own	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	S	A	135	35x5q	Contin'al	Plat	3	B-R	B	R	....
Paige-Linwood, 6-39	1175	Ruten	6	3⅛x5	230	23.44	45	2350	L	Blk	5/16	1 5/16	.312	Hel	P*	F & S	Stmb	G	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.83	T	T	117	32x4 s	Firestone	Cant	3	B-R	B & R	B	2778
Paige, Stratford, 6-51	1495	Cont	6	3½x5¼	303	29.40	51	1900	L	Blk	5/16	1.54	.305	Hel	P	F & S	Rayf	V	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.50	T	T	127	35x4½ s	Kelsey	Cant	3	B-R	B & R	R	3373
Partin-Palmer, 32	745	Lycmg	4	3½x5	187	19.60	35	1800	L	Blk	5/16	1	¼	Hel	T-S	F & S	Cart	V	Conn S-H	Disco-2	D D	U P P	Peru	F	Bev	4.00	S	S	110	32x3½ c	Perlman	¾ El†	2	B	R	B	2270
Partin-Palmer, 20	545	LeRoy	4	3⅛x4½	138	15.63	....	....	L	Blk	5/16	1	¼	Hel	T-S	F & S	Schb	G	Conn S-H	Al-Ch-1	D D	R Ax	Durston	F	Bev	4.00	S	S	96	30x3½ c	Perlman	¾ El	2	B	B	B	....
Paterson, 6-45	1165	Cont	6	3¼x4½	223	25.35	38	1600	L	Blk	¼	1¼	5/16	Hel	P	F & S	Stmb	V	Delco-D-H	Delco-2	C	U P P	Hess	F	Sp B	4.50	S	S	117	32x4 s	Detroit	¾ El†	3	B	R	B	2740
Pathfinder, 3-A & 3-C	3250	Widly	12	3⅞x5	390	39.63	80	2600	I	3	5/16	1 9/32	5/16	Hel	P	F	Stmb	G	Delco S-A	Delco-1	D D	U P P	American	F	Sp B	4.33	S	S	135	35x5 s	Stanweld	Semi	3	R	R	R	4100
Peerless, 56-2	2090	Own	8	3¼x5	331	33.80	80	2800	L	4	5/16	1 9/16	⅜	Hel	P	F	Ball	V	At K S-H	G & D-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	125	35x4½ s	Firestone	Plat†	3	B-R	R	R	3500
Pennsy, R.	855	G-B & S	4	3¾x4¼	...	22.50	....	....	..	Blk	5/16	....	....	Hel	T-S	F & S	Zeni	V	Conn S-H	Dyneto-2	D D	U P P	Weiss	S-F	Bev	4.00	..	..	115	32x4	Goodyear	Semi	3	....	......	......	....
Phianna, M	4500	Own	4	3 15/16x6	287	25.00	....	....	L	Blk	5/16	....	....	Chn	P	F	H&N	V	Bosch S-H	Wd-Leon	D	Sep	American	F	Sp B	4.00	R	R	125	32x4½	....	Cant	3	B	R	B & R	....
Pierce-Arrow, 38	4800	Own	6	4 x5½	414	38.40	75	2200	T	2	¼	....	....	Hel	P	F	own	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	S	A	134	36x4½q	Goodrich	¾ El	7	B-R	B & R	R	4170
Pierce-Arrow, 48	5500	Own	6	4½x5½	525	48.60	90	2000	T	2	¼	....	....	Hel	P	F	own	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	S	A	142	37x5q	Goodrich	¾ El	7	B-R	B & R	R	4932
Pierce-Arrow, 66	6500	Own	6	5 x7	824	60.00	125	1800	T	2	9/32	....	....	Hel	P	F	own	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	S	A	147½	38x5½q	Goodrich	¾ El	7	B-R	B & R	R	5250
Pilot, 6-45	1200	Teetor	6	3⅛x5	230	23.44	30	2000	L	Blk	5/16	1.37	.31	Hel	P	F & S	Tilt	V	Delco S-H	Delco-2	D D	U P P	Hess	F	Sp B	4.25	S	T	119	32x4 s	Stanweld	Cant	3	B	B & R	R	2800
Pilliod	1485	Own	4	4⅛x5	....	....	....	....	..	Blk	..	....	....	Chn	P	S-F	John	V	Auto	Auto-2	D	U P P	Hess	F	Sp B	....	..	..	121	34x4	Firestone	Cant	..	B-R	B	R	....
Premier, 6-B	1985	Own	6	3⅜x5½	295	27.30	60	2000	I	Blk	5/16	1½	5/16	Hel	P	F & S*	John	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	125½	35x4½ s	Firestone	Semi†	3	B-P	R	R	3600
Princess F	825	G-B & S	4	3¾x4¼	188	22.54	....	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Schb	V	Split S-H	Disco-2	O D	U P P	Own	F	Sp B	4.25	S	S	108	32x3½	Baker	¾ El†	3	B-R	B & R	B	....
Pullman, 4-24	860	G-B & S	4	3¾x4¼	188	36.90	....	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Stmb	V	At K S H A	Dyneto	O D	U P P	Peru	F	Bev	4.50	S	T	114	31x4c	Firestone	Cant	3	B	R	R	....
Regal, J	745	Own	4	3½x4¾	182	19.60	33	1860	L	Blk	5/16	1 5/16	5/16	Hel	T-S	S	Cart	V	Springfield	Springf'd	C	U P P	Peru	F	Bev	4.25	T	T	108	30x3½	Firestone	Cant	3	B	R	B	2225
Regal, F	1200	Huron	8	3 x4½	254	28.80	....	....	L	4	5/16	....	....	Hel	T-S	F & S	John	V	At K S-H	Dyneto-1	C	R Ax	Peru	¾ F	Bev	4.00	R	T	112	33x4 s	Stanweld	Cant	2	R	R	B	....
Reo, R & S	875	Own	4	4⅛x4½	240	27.23	....	....	F	2	5/16	....	....	Hel	P	S	John	G	Remy S-H	Remy-2	D D	Sep	Own	S-F	Bev	4.00	S	A	115	34x4 s	Firestone	¾ El	3	R	R	R	....
Reo, M & N	1250	Own	6	3 9/16x5⅛	307	30.50	....	....	F	3	5/16	....	....	Hel	P	S	Rayf	V	Remy S-H	Remy-2	D D	Sep	Own	F	Sp B	4.30	S	A	126	34x4½ s	Stanweld	Cant	3	R	R	R	....
Richmond, 6-17	.....	Own	6	3½x5	289	.....	....	....	L	3	5/16	....	....	Hel	P	F & S	Stmb	V	Delco S-H	Delco-1	C	U P P	Own	¾ F	Sp B	4.25	S	S	124	35x4½	Stanweld	Semi	3	B ..	B	R	....
Roamer	1850	Ruten	6	3⅛x5	303	23.44	54	2250	L	Blk	9/32	1 11/32	5/16	Hel	P	F & S	Stmb	V	Bosch D-H	Bijur-2	D D	U P P	Hess	¾ F	Sp B	4.42	S	S	126	34x4 s	D Wheels	¾ El†	3	B	B	B	3000
Ross, C	1775	H-Splm	8	3¼x5	332	33.80	....	....	L	Blk	5/16	....	....	Gear	P	F	Zeni	V	At K S H A	Wd Leon 2	D D	U P P	American	¾ F	Sp B	4.64	S	T	130	35x4½ s	Jackson	Semi	3	B	B	B	....
Saxon, Six	935	Cont	6	2⅞x4½	175	19.84	....	....	L	Blk	5/16	....	....	Hel	T-S	F & S	Stmb	G	Remy S-H	Wagner-2	D D	R Ax	Timken	S-F	Sp B	4.75	T	T	112	32x3½ s	Stanweld	Cant	3	R-P	R	R	....
Saxon, Four	* 495	Cont	4	2¾x4	94	12.10	....	....	L	Blk	5/16	....	....	Hel	T-S	F & S	Rchb	G	At K S-A	Wagner-2	D D	R Ax	Timken	S-F	Bev	5.00	T	T	96	30x3c	Prudden	Cant	2	R-P	B & R	B	....
Scripps-Booth, D	1285	Ferro	8	2⅝x3¾	162	22.05	....	....	I	Blk	5/16	....	....	Hel	T-S	F & S	Zeni	V	Remy S-A	Wagner-2	D D	U P P	Russell	¾ F	Sp B	4.80	S	R	120	32x4 s	D Wheels	Cant	2	B-P	B & R	B	....
Scripps-Booth	985	....	4	3 11/16x4	171	.....	....	....	I	Blk	5/16	....	....	.....	.....	.....	Zeni	..	Remy	....	C	.....	....	.....	.....	....	..	..	110	30x3½ c	D Wheels	Cant	3	B-R	R	......	....
Simplex-Crane	*7000	Own	6	4⅜x6¼	564	45.94	....	....	L	3	5/16	....	....	Chn	P	F	Newc	P	Bosch D-H	Bosch-2	D	U P P	Own	F	Sp B	Opt	S	S	143½	37x5q	....	Semi	3	B	B	R	....
Singer, 17	3800	H-Splm	6	4 x5½	415	38.40	100	1950	T	3	¼	1 7/16	5/16	Gear	P	F	Rayf	V	Bosch S-H	West-1	D D	U P P	Timken	F	Sp B	3.70	S	A	136	35x5	D Wheels	Cant†	3	B	R	R	4400
Standard, F	2000	H-Splm	8	3¼x5	331	33.80	80	2450	L	4	5/16	1 5/16	⅜	Hel	P	F	Zeni	V	Split S-H	Split-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	127	35x4½ s	Firestone	Semi†	3	B-R	B R & P	R	3200
Standard, E	*1950	H-Splm	8	3 x5	282	28.80	75	2450	L	4	5/16	1 5/16	⅜	Hel	P	F	Zeni	V	West S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	121	35x4½ s	Firestone	Semi†	3	B-R	B R & P	R	3000
Stearns-Knight, 8	2250	Own	8	3¼x5	331	33.80	65	2400	S	4	5/16	....	....	Chn	T-S	F & S*	Rayf	V	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.75	S	A	121	35x4½q	Goodrich	Cant	3	B-R	B & R	R	3800
Stearns-Knight, 4	1495	Own	4	3¾x5⅝	248	22.50	50	2000	S	Blk	5/16	....	....	Chn	P	F & S*	Schb	G	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.50	S	A	119	34x4q	Goodrich	Cant	3	B-R	B & R	R	3400
Stephens, 60	1250	Cont	6	3¼x4½	225	25.35	55	2600	L	Blk	¼	1⅝	⅜	Hel	P	F & S	Stmb	V	Delco-2	Delco-2	D D	U P P	Hess	F	Bev	4.75	S	S	115	32x4	Goodyear	Semi†	3	B	R	B	2900
S-S-E, A-f	7000	Own	6	3 16/29	...	30.24	....	....	..	Blk	..	....	....	Chn	P	F & S	Zeni	P	Delco D	Delco-2	D D	R Ax	Own	S-F	Sp B	3.40	..	..	122	33x4½	D Wheels	Cant	7	....	......	......	....
Studebaker, 6-50	1250	Own	6	3⅞x5	354	36.04	....	....	L	Blk	5/16	....	....	Hel	P	S	Schb	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	3.70	R	A	122	34x4½ s	Kelsey	¾ El	4	R	R	R	....
Studebaker, 4-40	985	Own	4	3⅞x5	236	24.03	....	....	L	Blk	5/16	....	....	Hel	P	S	Schb	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	4.00	R	A	112	34x4 s	Kelsey	¾ El	3	R	R	R	....
Stutz, R.	2550	Wisc	4	4¾x5½	390	36.10	....	....	T	2	¼	....	....	Hel	P	F	Stmb	P	Remy S-H	Remy-2	C	R Ax	own	¾ F	Bev	4.45	T	T	130	32x4½ s	D Wheels	Semi	3	B	R	R	....
Stutz, 16-valve	*2550	Own	4	4⅜x6	...	30.63	....	....	T	Blk	¼	....	....	Hel	P	S	Stmb	P	Bosch S-H	Remy-2	C	R Ax	Own	¾ F	Bev	3.66	..	..	120	34x4½	D Wheels	Semi	3	B	......	......	....
Sun, 17	1095	Own	6	3⅛x5	230	23.44	....	....	L	Blk	5/16	....	....	Hel	P	F & S	Rayf	V	Remy D-H	Remy-2	D D	U P P	Own		Sp B	4.58	S	S	116	34x4 s	Firestone	Semi	3	B	B & R	B	....
Templar, 4-45	.....	Own	4	3⅜x5½	....	.....	....	....	I	....	..	....	....	Chn	P	F & S	Rayf	V	Remy S-H	Remy-2	D D	U P P	Hess	S-F	Sp B	4.75	..	..	116	34x4	Firestone	Semi†	3	B	B & R	B	....
Templar, 6-45	.....	Own	6	3 x5	....	.....	....	....	I	....	..	....	....	Chn	P	F	Zeni	V	Remy S-H	Remy-1	D D	U P P	....	F	Sp B	4.45	..	..	120	32x4	....	El	3	B	R	R	....
Velie, 28	1185	Cont	6	3¼x4½	223	25.35	35	2050	L	Blk	5/16	1.39	.33	Hel	P	F & S	Stmb	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.33	S	S	115	32x4 s	Goodrich	¾ El	3	B-P	R	R	2716
Velie, 27	1650	Cont	6	3½x5¼	303	29.40	50	2000	L	Blk	5/16	1¼	.28	Hel	P	F & S	Stmb	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.08	S	S	124	35x4½ s	Goodrich	¾ El†	3	B-R	R	R	3316
Westcott, 18	1790	Cont	6	3½x5¼	303	29.40	52	2175	L	Blk	5/16	1.54	.30	Gear	P	F & S	Rayf	V	Delco	Delco-2	D D	U P P	Timken	S-F	Sp B	4.46	S	A	125	35x4½ s	Firestone	Cant	3	B-R	R	R	3200
White, 16-valve	4600	Own	4	4¼x5¾	326	28.90	....	....	T	Blk	¼	....	....	Hel	P	F	own	V	....	LeeceN-2	O D	U P P	Own	S-F	Sp B	.....	S	S	137	37x5 s	Firestone	Semi	3	B	B	B	....
Willys-Knight, 88-8	1950	Own	8	3⅜x4	286	35.45	68	2500	S	4	5/16	....	....	Chn	T-S	F	Zeni	V	Remy	Auto-1	C	R Ax	Own	F	Sp B	4.60	T	T	125	34x4½	....	Cant	2	B-R	R	R	3551
Willys-Knight, 88-4	1395	Own	4	4⅛x4½	240	27.23	51	2214	S	Blk	5/16	....	....	Hel	T-S	F & S	Tilt	V	Conn S	Auto-2	C	R Ax	Own	F	Sp B	4.30	T	T	121	34x4½	Stanweld	Cant	3	B-R	R	R	3470
Willys, 88-6	1425	Cont	6	3½x5¼	303	29.40	45	2115	4	Blk	5/16	1.54	.30	Hel	P	F & S	Tilt.	V	ConnS	Auto-2	C	R Ax	Own	F	Sp B	4.00	T	T	125	35x4½ s	Stanweld	Cant	3	B-R	R	R	3447
Winton, 33	2685	Own	6	3¾x5¼	348	33.75	56	1900	L	2	¼	1¾	5/16	Chn	P	F	Rayf	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	S	A	128	36x4½q	Firestone	¾ El	4	B-R	R	R	3870
Winton, 48	3500	Own	6	4½x5½	525	48.60	71	1800	L	2	¼	2¼	5/16	Chn	P	F	Rayf	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	S	A	138	37x5q	Firestone	¾ El	4	B-R	R	R	4440
Woods, Dual Power	2950	Cont	4	2¾x4	69	12.12	....	....	L	Blk	5/16	....	....	Hel	T-S	F & S	Stmb	G	At K 2	Own	Mag	......	Own	S-F	.....	8.25	S	A	125	34x4½	Stanweld	Cont	2	B	B	R	....
Yale, K	1550	Masnk	8	3⅛x4½	276	31.25	....	....	..	Blk	5/16	....	....	Chn	T-S	S	Zeni	G	Remy S-H	Disco	O D	U P P	Timken	S-F	Sp B	4.11	S	S	126	34x4††	Stanweld	¾ El	2	....	B	R	....

STEAM CARS

Doble, C.	2500	Own		5 x4	.....	..			.....	.....	Ste	am Po	wer plant	..	....	Wagner	None	None	American	S-F	Spur	....	128	33x5	D Wheels	Semi	..	....	....	....	..	.....
Luts	.....	Own	2	4 x4	.....	..	⅞	Blk	.....	.....	Ste	am po	wer plant	..	....	Wagner-2	D	U P P	Timken	S-F	Sp B	....	125	37x4½			..	....	....	....	..	.....
Stanley, 728	2200	Own	2	4 x5	.....	..			.....	.....	Ste	am po	wer plant	..	....	....	None	None	Own	....	Spur	....	130	34x4½	....	El	..	....	....	....	..	.....

Making Clear the Advantages of Multiple Cylinders

Discussing Characteristics of Four, Six, Eight, and Twelve-Cylinder Engines in an Understandable Manner.

WHILE the question of multiple cylinders is one that has been the subject of much discussion, there are still many who have not a clear idea of the relative advantages of the four, six, eight and twelve-cylinder engines owing largely to the fact that such discussions usually are accompanied with a good deal of mathematics and engineering terms unfamiliar to the layman.

The first thing necessary in determining the advantages and disadvantages gained from the use of different numbers of cylinders, is to arrive at a logical basis of comparison. The only really satisfactory method of making comparisons is on the assumption that the total piston displacement remains the same, no matter what number of cylinders are used. In other words, the question becomes one of the advantage of using a few large cylinders or a greater number of smaller cylinders.

Nearly everybody is familiar with the fact that increasing the number of cylinders results in more impulses to each revolution of the flywheel, and that this gives a better torque or turning effort, but beyond this point the average person's knowledge is apt to be very limited. It should be clear that since each cylinder can be made smaller when the number of cylinders is increased the force of the individual explosions will be less, this also resulting in a smoother running engine. There are other advantages gained from the use of small cylinders, but these will be referred to later.

VIBRATION FROM PISTON INERTIA

Besides the vibration caused by the power impulses or, in other words, due to torque reaction there are two other possible causes of vibration, one of these being due to the unbalanced reciprocating parts and the other directly due to lack of rigidity of the crankshaft.

Taking up the first cause it should be understood that by reciprocating parts is meant the pistons and also the upper halves of the connecting rods. On each stroke the piston has to be accelerated (or speeded up) from a stand still to its maximum speed, which is near, but not at, the center of the stroke, after which it has to be decelerated (or slowed down), till it comes to a standstill at the end of the stroke. This speeding up and slowing down of the piston would cause very severe vibration if it were not for the fact that when a piston in one cylinder is being, for instance, accelerated in one direction, the piston in another cylinder is being accelerated in the opposite direction, the effect of one tending to offset effect of the other. In a four-cylinder engine, for example, two pistons are always going up when the other two are going down and if the rate at which the two pairs of pistons accelerated and decelerated was exactly the same in both cases, there would be practically no vibration but unfortunately this is not the case. It would be the case if connecting rods could be made infinitely long, but as this is impossible there is always some vibration in a four-cylinder engine. In a six-cylinder engine, however, the movement of the reciprocating masses is such that the engine is always in absolute balance and there is, therefore, no vibration.

In this respect the eight cylinder engine is worse off than the six, for it is really two four-cylinder engines placed at an angle of 90 degrees from each other and there is vibration from the movement of the pistons. This vibration is not quite so bad as in the four-cylinder engine and a peculiar feature is that it is crosswise of the chassis instead of vertically up and down as is the case of the four.

The twelve-cylinder engine really is two six cylinder engines placed at an angle of 60 degrees from each other so there is no vibration from the movement of the pistons in this type. In fact there would be no vibration from piston inertia if the cylinders were placed at any other angle but the intervals between the explosions would be unequal.

VIBRATION FROM SHAFT WHIPPING

Vibration due to lack of crankshaft rigidity may be divided into two forms; that due to whipping of the shaft, and that due to twisting of the shaft. Taking up the first form, it should be understood that the crankshafts of four, six, eight and twelve-cylinder engines are always perfectly balanced as a whole. In a four-cylinder three bearing shaft, for example, all the crank throws are in one plane, two on one side of the shaft and two on the other, the weight of one pair offsetting the weight of the other so that there is no tendency for the shaft to stop in any particular position when revolved and allowed to come to a stop.

When revolved at high speeds, however, centrifugal force tends to cause the heavy parts of the shaft to fly away from the center of rotation. Since these heavy parts are not opposite each other this causes the shaft to whip or bow out of alignment unless it is of unusually substantial construction. This distortion of the shaft causes vibration and also considerable pressure on the bearings. This trouble is experienced no matter how many cylinders are used, though it is claimed that when the crankshaft is long as where six or twelve cylinders are used whiping of the shaft is more pronounced. In any case, however, vibration from this source can be practically eliminated by the use of balance weights on the crankshaft; and even where such weights are not used if the shaft is made very substantial whiping will not occur except at very high revolutions.

PERIODIC VIBRATION

The second form of vibration due to lack of crankshaft rigidity is called periodic vibration. It is caused by the front crank throw twisting with each explosion, and then the spring of the crank jerking the piston back as soon as the power stroke is over. Elasticity of the steel causes oscillations to take place, so that the crank flys back too far, springs forward again and so vibrates many times before returning to its proper position, by which time the succeeding explosion displaces it. At certain engine speeds the explosions get in step, so to speak, with the oscillations of the shaft causing worse vibration.

This periodic vibration is most apt to occur in six and twelve-cylinder engines because of the greater length of the crankshafts. While not intended for this purpose, the use of balance weights on the crankshaft tends to prevent periodic vibration because in order for the shaft to oscillate it is necessary to accelerate and decelerate these heavy weights, which is difficult.

Periodic vibration can also be prevented by the use of what is known as a vibration damper. This device was invented by F. W. Lanchester, a leading British automobile engineer. It consists of a little flywheel and disc clutch, which is mounted on the front end of the crankshaft. The inner member of the clutch is secured to the shaft and the flywheel rim rides loose. When the crank twists forward the inertia of the flywheel rim causes it to try to maintain a steady speed and the clutch slips a little and when the crank tries to twist back the flywheel again resists the tendency to oscillate. The result is that the energy of the twisting crank is absorbed by friction between the clutch surfaces and the rapid oscillations are prevented.

SUMMING UP VIBRATION QUESTION

Summing up the above on the assumption that no balance weights or vibration dampers are used on the crankshafts, in the four-cylinder engine there will be vibration from the explosions; vibration from the movement of the pistons; vibration from whipping of the crankshaft; and a little periodic vibration from twisting of the crankshaft.

In the six-cylinder engine there will be less vibration from the explosions due to the smaller cylinders; no vibration from the movement of the pistons; more vibration due to whiping of the crankshaft; and more pronounced periodic vibration due to twisting of the crankshaft.

In the eight-cylinder engine there will be a further reduction in the vibration from the force of the explosions; vibration from the movement of the pistons; but not quite as much as in the four; vibration from the whipping of the shaft, but not quite as much as in the six; and a little periodic vibration.

In the twelve-cylinder engine there will be an even further reduction in vibrations from the force of the explosions; no vibration from the movement of the pistons; pronounced vibration from whipping of the crankshaft; and pronounced periodic vibration.

If it is assumed that balance weights and vibration dampers are used in all cases to ensure against vibration from lack of crankshaft rigidity the whole question is greatly simplified. Then there will only be the vibration from the force of the explosions, which decreases as the number of cylinders are increased, and vibration from the movement of the pistons, which occurs in four and eight but not in six and twelve-cylinder engines.

Vibration due to the movement of the pistons increases as the square of the speed of revolutions, so that it is most noticeable at high speeds. In fact, at ordinary touring speeds it is hardly perceptible in a four or eight-cylinder engine that is well made and has light pistons and connecting rods. Vibration from the explosions is usually most noticeable at low engine speeds when the intervals between the impulses is greater.

OTHER CONSIDERATIONS

Probably next in importance to vibration is the question of torque or turning effort. The torue improves as the number of cylinders is increased, being best in the twelve. Flexibility of action depends to no small extent upon the torque. This is why an eight or twelve-cylinder car can pick up speed rapidly almost from a standstill without necessity of shifting from the high gear.

Comparisons of engine power efficiency are best made by considering the horsepower developed per unit of piston displacement, and it has now been pretty well proved that higher horsepower per cubic inch of displacement can be obtained from small cylinders. To discuss in detail the reasons for this would be beyond the scope of this article and it is sufficient to say here that while the heat losses are greater with small cylinders it is possible to more than make up for this by the use of a higher compression pressure and also because of the fact that greater valve area with relation to the displacement can be obtained with small cylinders. For this reason there should be some increase in power efficiency as the number of cylinders is increased and the size decreased.

With regard to complication it is probably fair to assume this to increase with the number of cylinders. Another question is the amount of room taken up by the different types. The eight should be shorter than the four of equal displacement and the twelve somewhat longer than the four. The six should prove the longest of all. With regard to the width the twelve will be narrower than the eight while it is hardly necessary to consider the width of the four or six since the cylinders are vertical. The question of weight is still a somewhat disputed subject but it is probable that the weight of the eight and twelve will be about the same, the weight of the six greater, and the weight of the four probably somewhat less than the eight and twelve.

COMPARISONS ASSUMING SHAFT RIGID

Again assuming that crankshaft vibration has been eliminated in all types by the use of balance weights and also vibration dampers if found necessary, it will be seen from the forgoing that as the number of cylinders is increased vibration from the explosions is deceased and both the torque and power efficiency improved. Complication, on the other hand, increases as the number of cylinders are increased. There is vibration from the piston movement in the four, not quite so much in the eight, and none at all in the six and twelve. With regard to engine length the order is as follows starting with the shortest: eight, four, twelve, six. Regarding engine width the order is as follows starting with the narrowest: six, four, twelve, eight.

The chief advantage of the four is simplicity and the chief disadvantage of the twelve complication. The six is an excellent happy medium especially as it is free from piston vibration but the torque, though good, is not as good as that of the eight, and the length of the engine inforces a long hood. With the use of the eight better torque is obtained and a shorter hood can be used, but the perfect mechanical balance is lost.

Louis Chevrolet Wins at Cincinnati

Averaging over 102 miles per hour Louis Chevrolet in a Frontenac car won the 250-mile Memorial Day race on the Cincinnati motor speedway at Cincinnati, O. Second place was won by Vail, in a Hudson, and Louis's brother, Gaston, in another Frontenac, captured third place.

Louis Crevrolet ran a very consistent race, his exact average being 102.18 m. p. h., and the $10,000 prize of the $25,000 purse was well earned. De Palma, driving the Packard twelve, lead at the start of the race but the radiator of his car was punctured by a splinter necessitating his retirement.

Two other races were run at the speedway. One of these was a Ford invitation race for 20 miles, which was won by stewart at 63 m. p. h., and the other a free-for-all, not open to drivers in the main event, won by Rothert in a Hudson, at 87.9 m. p. h.

TRADE GOSSIP

D. McCall White, chief engineer of the Cadillac Motor Car Co., has resigned. His successor has not been announced, nor has Mr. White made any statement as to his activities in the future. It has been rumored he has designed an airplane engine in which the government is interested, and that this is the cause for his resignation.

John Whyte has been appointed chief engineer of the Bailey Non-Stall Differential Corp., of Chicago, Ill. Mr. Whyte was formerly with the Prest-O-Lite Co., Indianapolis, where he was engineer of the battery service.

J. F. Keyes has been appointed engineer for the Standard Parts Co., of Cleveland, O. Mr. Keyes was formerly experimental engineer of the Cadillac Motor Car Co.

Frank E. Sangbush has resigned as sales manager of the Abbott Corp., manufacturers of Abbott-Detroit motor cars, and returned to Detroit to become resident sales manager of the Columbia Motors Co., in that city.

J. G. Murphy has been appointed superintendent of the Pathfinder company's factory at Indianapolis. Murphy has been connected with the Pierce-Arrow Motor Car Co., Buffalo, N. Y., for 11 years.

John McCann has resigned as purchasing agent of the Simms Magneto Co., East Orange, N. J. He has entered into a partnership with W. R. Keene under the firm name of W. R. Keene & Co., at 143 Chambers street, New York City, to manufacture taps, dies and drills.

Frank E. Barnes has become production manager of the Eagle Macomber Motor Car Co., of Sandusky, O. Mr. Barnes was formerly superintendent of the King Motor Car Co.

F. W. Sutton, production manager of the Continental Motors Corp., Muskegon, Mich., has resigned. He has returned to the East and will act in a consulting capacity on management problems.

Benton L. Dodge, who is best known to the trade as producer of advertising for the old Standard Welding Co., now the rim and tube division of the Standard Parts Co., is preparing for other activities not remotely connected with the advertising field and has severed his old allegiance.

Ernst H. Brandt, who has been prominent in Ajax tire sales, has been advanced to the post of Western sales manager by the Ajax Rubber Co., New York City.

Joseph Ward has been made district manager of the United States Tire Co., with headquarters at Indianapolis.

F. B. Clark has been promoted to general supervisor of districts for the Scripps-Booth Motor Car Corporation of Detroit.

B. P. Y. Jordan has become managing director of the sales of the Bell Motor Car Co., York, Pa. H. F. Gundrum is in charge of the service department.

G. A. Holder has been appointed general auditor of the Harroun Motors Corporation of Detroit. Mr. Holder was formerly special auditor for the Maxwell Motor Car Co.

C. E. Callender, who was secretary of the Olympian Motors Co. of Pontiac, is now the president of the Olympian Motor Sales Co. of Chicago.

Lowell C. Freeman has been appointed chief engineer of the Fuller & Sons Mfg. Co., Kalamazoo, Mich., transmission maker. Mr. Freeman was formerly chief engineer of the Denby Motor Truck Co.

W. T. Cullen has added to his other lines the representation of the Flechter carbureter for the important territory comprehended in Michigan and Ohio. His headquarters as manufacturers' agent are located at 1005 Woodward avenue, Detroit.

H. W. Scholl, for four years with the sales force of the Splitdorf Electrical Co., Newark, N. J., has been appointed eastern representative for the company with his headquarters at the home office. Scholl was for a short time connected with the Walker M. Levett Co., New York City, manufacturer of pistons and engine parts.

George L. Brown has become identified with the new trade extension and research department of the B. F. Goodrich Co., at Akron, O.

Promotions and changes in territories in the sales organization of the Metz Co., Waltham, Mass., have brought Edwin Metz in from the position of sales manager for the New England district to the post of assistant to the president, Charles H. Metz, who is his father.

Net profits of the Westinghouse Electric & Mfg. Co., of East Pittsburgh, Pa., for the fiscal year ending March 31 reached $1,000,000 to manufacture autoprofits of this company abreast with those of the General Electric Co. The figures give confirmation to the report that the Westinghouse company has had a remarkable period of industrial activity.

Specifications for Motor Trucks 1917

REVISED MONTHLY

ABBREVIATIONS AND EXPLANATIONS:—PRICE—C., Including Body. **FRAMES MATERIAL—R-C.**, Rolled Steel Channel Section; **R-I.**, Rolled Steel I Section; **Pr-S.**, Pressed Steel. **FRAMES CONSTRUCTION**—S-F., Semi-Flexible; **Flex.**, Flexible; **R.**, Rigid. **TIRES**—P., Pneumatic; S., Solid; **St.**, Steel. **WHEELS**—W., Wood; **C.**, Cast; **Ov.**, Oval Spokes; **Sq.**, Square Spokes; **Hol.**, Hollow Spokes; **Cr.**, Cruciform Spokes; **X.**, Cross-Shaped Solid Spokes; **D.**, Disk. **MAKE OF REAR AXLE**—Salis., Salisbury; **Torb.**, Torbenson; **K-H.**, Keystone-Hindley; **TYPE OF REAR AXLES**—F., Full Floating; **S-F.**, Semi-Floating; **D.**, Dead. **BEARINGS**—P., Plain; R., Roller; B., Ball. **MAKE OF ENGINE—Wauk**, Waukegan; **Cont.**, Continental; **Lycm.**, Lycoming; **Herc.**, Hercules; **G-S-B.**, Golden, Belknop & Swartz. **CYLINDERS CAST**—B., Block; 1, Single; 2, Pairs. **LOCATIONS OF** R., Roller; **B.**, Ball. **MAKE OF ENGINE—Wauk.**, Waukegan; **Cont.**, Continental; **Lycmg.**, Lycoming; **Herc.**, Hercules; **G-S-B.**, Golden, Belknop & Swartz; **H-S.**, Hersche.l Spillman. **CYLINDERS CAST**—B., Bleok; 1, Single; 2, Pais. **LOCATIONS OF VALVES**—R., Right; **L.**, Left; **O.**, Opposite; **H.**, Head. **COOLING SYSTEM**—G., Gear; **P.**, Pump; **T.**, Thermos-Syphon. **RADIATOR**—**Fin.**, Finned Tubes; **Sq. T.**, Square Tubular; **Z-Z-T.**, Zig-Zag Tubular **Cell.**, Cellular; **Hel.**, Helical; **Ring.**, Tubes arranged in Ring about Blower Fan. **IGNITION AND STARTING AND LIGHTING SYSTEM TYPE AND SPARK ADVANCE**—D., Dual; **H.**, Hand Advance; **S.**, Single; **A.**, Automatic; F., Fixed; **Elsm.**, Eisemann; **Split.**, Splitdorf; **Conn.**, Connecticut; **West.**, Westinghouse; **G-D.**, Gray & Davis; **Br'l'ng.**, Berling; **At-K.**, Atwater-Kent; **Al-Ch.**, Allis Chalmers; **U. S. L.**, United States Lt. & Htg. Co.; **N-East.**, Nor East; **Split-App.**, Splitdorf Apple; **Huff-S.**, Huff-Simms; **Dono.**, Donohuse. **MAKE OF GOVERNOR—Wauk.**, Waukesha; **Rugg.**, Ruggles; **Mon.**, Monarch; **Dup.**, Duplex; **H-Sp.**, Herschel-Spillman; **Mil.**, Milwaukee; **Simp.**, Simplex. **CARBURETTER—MAKE AND FEED—Sch.**, Schebler; **Ray.**, Rayfield; **Stmbg.**, Stromberg; **Shak.**, Shakespeare; **Flech.**, Fletcher; **Zen.**, Zenith; **Johns.**, Johnson; **G.**, Gravity; **V.**, Vacuum; **P.**, Pressure. **CLUTCH TYPE—D-D.**, Dry-Disc.; **O-D.**, Pil Disc; **P.**, Plate; **C.**, Cone. **GEARSET TYPE AND LOCATION—Sel.**, Selective Sliding Gear; **Prog.**, Progressive Sliding Gear; **Ind.-C.**, Individual Clutch; **Plan.**, Planatory; **Fric.**, Friction; **Elec.**, Electric. **GEARSET LOCATION—Amid.**, Amidship; **U-M.**, Unit with Motor; **U-J.**, Unit with Jack-shaft; **U-X.**, Unit with Axle. **FINAL DRIVE—Int-G.**, Internal Gear; **Chn.**, Chain; **Sp-B.**, Spiral Bevel Gear; **B.**, Bevel Gear; **S.**, Spur Gear; **Ex.**, External Gear; **T.**, to Front Wheel; **4**, on all Four Wheels; **W.**, Worm.

Upon application we will be glad to forward the address of any of these manufacturers to any dealer.

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM							TRANSMISSION						
				Frame		Tires																															
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders How Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost	Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	Clutch Type	Gearset Type	Location of Gearset	Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
A & B 3T	6,000	$4,500	144	r-c	s-f	s	48x3½d	48x3½d	w-ov						3		4	511/64x4¼	42.76	2-r	G	fin	Bosch D-H				Scheb		g		elec	amid		28.00-1	int-g-f	
A & B 5T	10,000	4,750	144	r-c	s-f	s	48x3½d	48x5d	w-ov						3		4	511/64x4¼	42.76	2-r	G	fin	Bosch D-H				Scheb		g		elec	amid		28.00-1	int-g-f	
Acason 2	4,000		150	pr-s	s-f	s	34x4	36x3½d	w-ov						3		4	4¼x5¾	29.00	2-l	P	fin	Eism S-H			Wauk	Scheb		v	d-d	sel	u-m			worm	
Acason	7,000		168	pr-s	s-f	s	36x5	38x5d	w-ov						3		4	4¼x5¾	29.00	2-l	P	fin	Eism S-H			Wauk	Scheb		v	d-d	sel	u-m			worm	
Acme B	2,000	1,500	128	pr-s	s-f	p	34x3	34x4	w-sq						3		4	3½x5	19.61	b-l	T	fin	Eism S-H			Pierce	Ray		v	d-d	sel	u-m		7.75-1	worm	
Acme A	4,000	2,100	148	pr-s	s-f	s	36x4	36x6	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F		opt	Pierce	Ray		v	d-d	sel	u-m		8.50-1	worm	
Acme C	7,000		168	r-c	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F		opt	Pierce	Ray		v	d-p	sel	amid		10.25-1	worm	
Armleder HW	4,000	2,500	166	pr-s	s-f	s	36x4	36x7	w-sq	Timken	w				3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		60.00	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.50-1	worm	3x¼
Armleder KW	7,000	3,500	156	r-I	s-f	s	36x5	36x5d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt.	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.75-1	worm	
Atlas 17	1,500	750	106	pr-s		p	31x4	31x4	w-ov		f-f		B	r	2		4	3¼x5	16.92	b-r	T	fin	Dixie S-H				Carter		g	o-d	sel	u-m		4.75-1	sp-b	
Atterbury 6B	2,000	1,875	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken	f-f	r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F			Pierce	Zenith	1	g	d-d	sel	u-m	4	7.75-1	worm	3¼
Atterbury 6R	3,000	2,075	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken	f-f	r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F			Pierce	Zenith	1¼	g	d-d	sel	u-m	4	8.50-1	worm	3¼
Atterbury 7C	4,000	2,575	153½	pr-s	flex	s	36x4	36x4d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F			Pierce	Zenith	1¼	g	d-d	sel	u-m	4	8.50-1	worm	3¼
Atterbury 7D	7,000	3,375	167½	pr-s	flex	s	36x5	40x5d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch D-H			Pierce	Zenith	1¼	g	d-d	sel	u-m	4	10.33-1	worm	3½
Autocar 21F	4,000	1,815	97	r-c		s	34x4	34x5	w-ov	own	f-f				2	own	2	4¾x4½	18.10	1-t	P	cell	Bosch S-F				Stmbg	1¼		d-p	prog	amid		7.14-1	B-S	2½
Available 1	2,000	1,700	132	r-c	s-f	s	36x3½	36x4	w-ov						3		4	3¾x5	22.50	b-r	T	cell	Bosch S-F				Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Available 2	4,000	2,250	156	r-c	s-f	s	36x4	36x7	w-ov						3		4	4⅛x5¼	27.20	b-l	P	cell	Bosch S-F				Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Available 3½	7,000	3,300	168	r-c	s-f	s	36x5	40x5d	w-ov						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-F			Pierce			g	d-d	sel	u-m		10.33-1	worm	
Available 5	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-ov						3		4	4½x5½	32.40	2-r	P	cell	Bosch S-F			Pierce	Stmbg		g	d-d	sel	u-m		11.75-1	worm	
Avery C	2,000	1,690	128			s	34x3½	34x5									4	4⅛x5¼	27.20	b-l	P	fin	HeinzeD-H				Ray			d-d	sel	u-m		7.75-1	chn	
Avery B	4,000	2,700	128			s	36x4	36x3½d									4	4¾x5	36.15	1-l	P	fin	Eism D-A				Ray			d-d	sel	u-j		3.50-1	chn	
Avery B	6,000	3,200	128			s	38x5	38x4d									4	4¾x5	36.15	1-l	P	cell	Eism D-A				Ray			d-p	sel	u-j		3.50-1	chn	
Avery A	6,000	2,500-c	140			w	38x5	38x4d									4	4¾x5	36.15	1-l	P	fin	Eism D-A				Ray			d-d	sel	u-j		3.50-1	chn	
Avery B	10,000	4,500	128			s	38x6	38x5d									4	5¼x5¾	44.20	2-o	P	cell	Eism D-A				Scheb			o-d	sel	u-j		12.50-1	chn	
Beech Creek 3A	6,000	3,850	132	r-c	flex	s	36x6	36x6	w-sq	own	f-f				3	Wauk	4	4¼x5¾	29.00	2-l	P	cell	Eism S-H			Wauk	King	1¼	v	d-p	sel	amid		8.03-1	b-4	
Bessemer G	2,000	975	124	pr-s	s-f	s	35x3	35x3½	w-sq						3		4	3½x5	19.61	b-r	T	cell	Bosch S-H			none	Scheb		g	d-d	sel	u-m		7.00-1	int-g	
Bessemer D	4,000	2,200	146	pr-s	s-f	s	37x4	37x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	cell	Bosch S-H			Pierce	Ray		g	c	sel	amid		7.75-1	worm	
Bessemer E	7,000	3,100	150	pr-s	s-f	s	37x5	37x5d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Ray		g	c	sel	amid		10.33-1	worm	
Bessemer H	10,000	3,600	150	pr-s	s-f	s	37x6	37x6d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce			g	c	sel	amid		13.00-1	worm	
Bethlehem A1	2,500	1,175	126	pr-s	s-f		34x3	34x4	w-sq	Russell	s	r-b	r-b	r-b	3	own	4	3¼x4½	22.50	b-l	T		Bosch			Pierce	Scheb	1¼	g	d-d	sel	u-m		7.40	int	3¾x¼
Bethlehem B1	4,500	1,715	144	pr-s	s-f		34x4	34x6	w-sq	Russell	s	r-b	r-b	r-b	3	own	4	4 x4½	27.00	2-l	T		Bosch			Pierce	Scheb	1¼	g	d d	sel	u-m		8.30	int	3¾x¼
Blair C	4,000	2,850	121	pr-s	flex	s	34x4	34x3½d	w-sq	K-H	f	b	r		3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1¼	g	c	ind-c	amid		7.67-1	worm	½x3¾
Blair D	6,000	3,250	121	pr-s	flex	s	36x4	36x4d	w-sq	K-H	f	b	r		3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1¼	g	c	ind-c	amid		8.67-1	worm	½x3¾
Blair E	8,000	3,750	144	pr-s	flex	s	36x5	36x5d	w-sq	K-H	f	b	r		3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	½x3¾
Blair F	10,000	4,250	144	pr-s	flex	s	36x6	36x6d	w-sq	K-H	f	b	r		3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	½x3¾
Bourne VM	3,300	3,150	143	r-c	flex	s	36x4	36x4d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4x5½	25.60	b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g					7.75-1	worm	
Bourne XM	4,000	3,850	163	r-c	flex	s	36x5	36x5d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4¼x5½	28.90	b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g					8.50-1	worm	
Brinton H	2,000	1,250	122		s-f	p	33x4½	33x4½	w-ov						5		4	3¼x5	16.92	b-l	G	cell	S-F						g	d-d	sel	u-m			worm	
Brinton F	5,000	2,400	138		s-f	s	36x4	36x6	w-ov						5		4	4⅛x5	27.20	b-l	G	cell	S-F		stock				g	d-d	sel	u-m			worm	
Briscoe 4-24	1,000	725	105	pr-s	r	p	30x4	30x4	w-ov						2		4	3⅜x5⅛	16.92	b-r	T	z-z-t	Split S-H	Split	stock				g	c	sel	u-x		4.23-1	b	
Brockway O	2,000	1,650	124	pr-s	flex	s	34x3½	34x4	w-sq	Sheldon	s-f	b	r	b	3	Cont	4	3¾x5	27.20	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	d-d	sel	u-m		7.90-1	worm	
Brockway J-2	3,000	1,925	124	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	r	r	b	3	Cont	4	3¾x5	22.50	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	c	sel	amid		8.66-1	worm	
Brockway K-3	4,000	2,350	148	pr-s	flex	s	36x4	36x7	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1½	g	c	sel	amid		8.66-1	worm	
Brockway R	7,000	3,200	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H	Bosch	200.00	Mon	Scheb	1½	g	d-d	sel	amid		10.33-1	worm	
Burford O-3	4,000	2,250	144	pr-s	s-f	s	36x3½	36x3½d	w-sq	Burford	dead	b	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	fin	Eism S-F	Wil Batt	stock	none	Zenith	1¼	g	d-d	sel	u-m		8.60-1	int-g	16x2½
Burford D-3	7,000	3,600	175	pr-s	flex	s	38x5	38x5d	w-sq	Sheldon	s-f	b	r	r	3	Wauk	4	4½x6¾	32.40	b-l	P	fin	K. W.	Wil Batt	stock	Wauk	Zenith	1½	v	d-d	sel	amid		8.75-1	worm	20x2½
Champion			100	pr-s		p	31x4	31x4	w		s-f						4	3⅛x4½	15.63	b-l	T				stock					d	sel		3		b	10x1½
Chase A	2,000	1,650	138	pr-s		s	36x3½	36x5	w-ov						3		4	3½x5¼	19.61	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase C	3,000	1,950	149½	pr-s		s	36x3½	36x3½d	w-ov						2		4	3½x5¼	19.61	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase B	5,000	2,475	160	pr-s		s	36x4	36x4d	w						3		4	4⅛x5½	27.20	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase X	6,000	2,800	160	pr-s		s	36x4	36x5d	w						4		4	4⅛x5½	27.20	b	P	fin	Bosch S-F			Mon	Stmbg		g	o-d	sel	u-m			worm	
Chase O	7,000	3,300	175	pr-s		s	36x5	36x5d	w-ov						3		4	4¼x6	29.00	b	P	fin	Bosch S-F			Mon	Stmbg		g	o-d	sel	u-m			worm	
Collier M	1,500	900	118	pr-s	s-f	p	32x4	32x4	w-ov	Salis		b	b	r	3	Lycm	4	3¼x5	16.92	b-r	T	z-z-t	Conn S-H	Autolite	stock	none	Zenith	⅞	g	d-p	sel	u-m		6.00-1	b	14x2
Columbia E	4,000	1,850	144	r-c	flex	s	36x4	36x6	w-sq	Russell					3	Buda	4	4⅛x5½	27.20	b-r	P	z-z-t	Eism S-H			Mon	Shak	1¼	g	c	sel	amid		9.45-1	int-g	
Commerce N	1,500	975	120	pr-s	flex	p	34x4	34x4	w-sq	Salis		b	b	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Eism S-F	Remy	100.00	none	Zenith	1	g	c	sel	u-m		6.00-1	b	2x44½
Commerce E	2,000	1,140	126	pr-s	flex	s	34x3	34x4	w-sq	Torb		b	r	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Remy S-H	Remy	stock	Pierce	Zenith	1	v	c	sel	u-m		7.00-1	int-g	2x45½

Continental (C)....FL	2,000	1,550	144			s	34x4	36x4							3		4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F				Stmbg			d-d	sel	u-m		7.75-1	worm	
Continental (C)....HL	3,000	1,750	144			s	34x3½	36x5							3		4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F				Stmbg			d-d	sel	u-m		9.25-1	worm	
Continental (C)......J	4,000	2,100	146			s	36x4	36x4d							3		4	4⅛x5¼	27.20	2-l	P	cell	Bosch S-F				Stmbg			d-d	cel	u-m		9.25-1	worm	
Continental (C)....M	7,000	3,000	168			s	36x5	36x5d							3		4	4½x5½	32.40	2-l	P	cell	Bosch S-F				Stmbg			d-d	sel	u-m		10.50-1	worm	
Corbitt..............E	2,000	1,650	130	r-c	f	s	34x3½	34x4	w-sq	Sheldon					3		4	3¾x5	22.50	b	T	cell	Eism.	Disco	100.00	Pierce	Stmbg	1¼		d-d	sel	u-m	3	7.50-1		16x2½
Corbitt..............D	3,000	2,400	138	pr-s	r	s	36x3½	36x5	w-sq	Sheldon	s-f	r	b		3	Cont	4	3¾x5¼	22.50	b-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt..............C	4,000	2,650	148	pr-s	r	s	36x3½	36x3½d	w-sq	Sheldon	s-f	r	b		3	Cont	4	4 x5¼	27.20	b-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt..............B	5,000	2,900	148	pr-s	r	s	36x4	36x4d	w-sq	Sheldon	s-f	r	b		3	Cont	4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt..............A	7,000	3,600	168	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	s-f	r	b			Cont.	4	4½x5½	32.40	p-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1½	g	w-d	ind-c	amid		11.66-1	worm	20x2½
Corbitt............AA	10,000	4,200	168	r-c	r	s	36x6	36x6	w-sq	Sheldon	s-f	r	b		3	Cont	4	4-4½x5½	32.40	p-2	P	fin	Eism H	Disco	100.00	Pierce	Stmbg	1½	g	o-d		amid	3	13.5-1	worm	20x2½
Corliss..............A	1,000	650	103	pr-s	r	p	31x4	31x4	w-ov	Gemco	s-f				2	LeRoi	4	3⅛x4½	15.64	b-l	T	fin	Dixie S-H	Al-Cb	75.00		Scheb		g	d-d	sel	u-m		4.50-1	b	
Couple Gear.......HC	7,000	5,400	144	r-c	s-f	s	36x4d	36x4d	pr-s-d	own		r	r	r	5	Wise	4	5¾x6	53.00	1-o	G	cell	Eism D		150.00	Her-Sp	Stmbg	1¾	g		elec			25.00-1	b-4	17x2
Couple Gear.......AC	10,000	5,900	144	r-c	s-f	s	36x5d	36x5d	pr-s-d	own		r	r	r	5	Wise	4	5¾x6	53.00	1-o	G	cell	Eism D		150.00	Her-Sp	Stmbg	1¾	g		elec	amid		25.00-1	b-4	17x2
Croce..............17	1,000	825	108	pr-s		p&s	32x4	32x4	w-sq						2		4	3¼x5	16.92	b-l	P	sq-t	Bosch S-F			none	Zenith		g	d-d	sel	u-m		5.00-1	b	
Crowther-Duryea......	1,200	600–c	110	pr-s	s-f	p	32x3½	32x3½	w-ov						4		4	3¾x4¼	22.50	1-h	T	cell	Dixie D-H	Split	stock	none	Scheb		g		roll	u-x			roll	
Cunningham........V	2,000	3,000	141				37x5	37x5				f-f					8	3¾x5			P		West				Stmbg			d	sel				b	
Dart..............B-B	1,000	1,200	124	pr-s	flex	s	34x4½	34x4½	w-sq						3		4	3½x5⅛	19.61	b-r	T	cell	Eism S-F			none	Master		v	d-d	sel	u-m		7.75-1	worm	
Dart.................E	2,000	1,850	130	pr-s	flex	s	34x3½	34x5	w-sq						3		4	3¾x5⅛	22.50	b-r	T	cell	Eism S-F			none	Master		v	d-d	sel	u-m		7.00-1	worm	
Dart..............C-C	5,000	2,470	150	pr-s	flex	s	36x4	36x4d	w-sq						3		4	4⅛x5½	27.20	b-r	P	cell	Eism S-F			Dup	Master		v	d-d	sel	u-m		9.25-1	worm	
Dayton.............H	4,000	2,650	118½	r-c	s-f	s	36x4	36x3½d	w-ov						3		4	4¼x5	28.9	2-r	P	t	Bosch D-H				Stmbg		g	o-d	sel	amid			chn	
Dayton.............D	7,500	3,650	168	r-c	s-f	s	36x5	36x5d	w-ov						3		4	4¼x6	28.9	b-r	P	hel	Bosch D-H				Stmbg		g	d-p	sel	u-m			worm	
Dayton.............K	7,500	3,650	136	r-c	s-f	s	36x5	36x5d	w-ov						3		4	4¾x5½	36.1	2-r	P	t	Bosch D-H				Stmbg		g	o-d	sel	amid			chn	
Dayton.............M	10,000	4,750	148	r-c	s-f	s	36x6	42x5d	w-ov						3		4	5¼x7	44.20	2-r	P	t	Bosch D-H				Stmbg		g	o-d	sel	amid			chn	
Dayton.............E	15,000	4,975	148	r-c	s-f	s	36x7	42x6d	w-ov						3		4	5¼x7	44.20	2-r	P	t	Bosch D-H				Stmbg		g	o-d	sel	amid			chn	
D-E..................J	1,500	975	108	pr-s	s-f	p	33x4	33x4	w-ov	Sheldon	f	b	r	r	2	Leroi	4	3⅛x4½	15.60	b-r	T	fin	Dixie S-H	Al-Cb	85.00		Scheb	1	g	d-d	sel	u-m	3	6.2	worm	1¾x14
D-E..................A	2,000	1,375	128	pr-s	s-f	s	34x3	34x4	w-sq		f	b	r	r	3	Cont	4	3½x5	19.61	b-r	T	fin	Dixie S-H				Zenith	1	g	p	sel	u-m	3	7½	worm	2x16
D-E..................B	3,000	1,600	144	pr-s	s-f	s	34x3½	34x5	w-sq		f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	fin	Dixie S-H				Zenith	1¼	g	p	sel	u-m	3	8¼	worm	2x16
D-E..................C	5,000	2,100	144	pr-s	s-f	s	36x4	36x7	w-sq		f	b	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H				Zenith	1¼	g	p	sel	u-m	3	8½	worm	2x18
DeKalb............E2	4,000	2,100	134	pr-s	flex	s	34x4	36x5	w-sq	Timken	w		r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H			Pierce	Master	1¼	g	c	sel	u-m		7.75-1	worm	3
DeKalb...........E2½	5,000	2,450	136	pr-s	flex	s	36x4	36x6	w-sq	Timken	w		r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H			Pierce	Master	1¼	g	c	sel	u-m		8.25-1	worm	3
Denby..............12	2,000	1,490	124	pr-s	s-f	s	34x3	34x4	w-sq						3	Cont.	4	3½x5	19.61	b-r	T	cell	Eism S-F	Bijur	150.00	Mon	Zenith	1	g	d-d	sel	u-m	3	8.20-1	Int-g	
Denby..............13	4,000	2,025	144	pr-s	s-f	s	36x3½	36x6	w-sq						3	Cont	4	3¾x5	22.50	b-r	T	cel	Eism S-F	Bijur	150.00	Mon	Zenith	1	g	d-d	sel	u-m	3	9.80-1	int-g	
Denby..............14	6,000	2,525	144	pr-s	s-f	s	36x4	36x4d	c-hol						3	Cont	4		22.50	b-r	T	cell	Eism S-F	Bijur	150.00	Mon.	Zentih	1	g	d-d	sel	u-m		10.90-1	int-g	
Denmo..............10	2,500	1,385	124	pr-s	r	p&s	34x4½	34x4	w-sq	Torb		b	r	r	3	Wise	4	3¾x5	22.50	b	T	cell	Dixie	Sp-App	stock	Pierce	Stewart	1	g	d-p	sel	u-m			int-g	2½x15
Diamond-T.........J5	2,000	1,550	132	pr-s		s	36x3	36x4	w-ov	Timken	w	r	r	r		Cont	4	3½x5	19.61	b-r	T	z-z-t	Bosch S-F				Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	
Diamond-T.........J4	3,000	2,000	154	pr-s		s	36x3½	36x5	w-ov	Timken	w	r	r	r		Cont	4	3¾x5	22.50	b-r	P	z-z-t	Bosch S-F				Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	
Diamond-T.........J3	4,000	2,325	154	pr-s		s	36x4	36x6	w-ov	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	z-z-t	Bosch S-F			Pierce	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	
Diamond-T...........L	7,000	3,475	170	pr-s		s	36x5	38x5d	w-ov	Timken	w	r	r	r		Cont	4	4½x5½	32.40	2-o	P	z-z-t	Bosch S-H			Mon	Ray	1¼	g	d-d	sel	u-m		8.75-1	worm	
Diamond-T...........R	10,000	4,300	170	pr-s		s	36x6	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-o	P	z-z-t	Bosch S-H			Mon	Ray	1¼	g	d-d	sel	amid		13.66-1	worm	
Dispatch............G	1,200	1,100	120	w	flex	p	34x4	34x4	w-ov	own	b	b	b	b	3	Wis	4	3¾x5	22.50	b-l	T	cell	Bosch S-H	U.S.L	stock		Ray	1¼	v	c-u	c-u	amid	3	6.00-1	chn	12x1¼
Doane................	5,000	3,000–c	150	r-c	flex	s	36x4	36x7	w-sq						3		4	4¼x5¾	29.00	2-r	P	fin	Bosch S-A			Wauk	Holley		g	d-d	sel	u-m		8.00-1	chn	
Doane................	12,000	4,750c	178	r-I	flex	s	36x6	40x6d	w-sq						3		4	4¾x6¾	36.15	2-l	P	fin	Bosch S-A			Wauk	Holley		g	d-d	sel	u-m		10.50-1	chn	
Dorris.........I-B-W	4,000	2,285	144	pr-s	s-f	s	36x4	36x4d	w-sq	Timken	w	r	r	r	3	own	4	4⅜x5	30.65	2-h	P	z-z-t	Bosch S-H			Pierce	Stmbg	1¼	g	d-d	sel	u-m		7.75-1	worm	3¼x18
Duplex..............E	7,000		130	pr-s	flex	s	36x6	36x6	w-sq	own		r	r	r	3	Buda	4	4½x5½	32.40	b-r	P	fin	Eism S-H			Dup	Scheb	1¼	v	d-d	sel	u-m		8.00-1	int-g-4	2½x18
Ellsworth........25-A	1,000	695–c	108	pr-s	flex	p	30x3½	30x3½	w-ov	Gemco	f-f	r	b	r	2	Lycm	4	3¼x5	16.92	b-r	T	sq-t	stor. S-H	Dyneto	stock		Carter	1	g	c	sel	u-m		4.46-1	b	1⅛
Empire...............	500	325	100				28x3	28x3			s-f						4	2⅝x3¼			T		At-K				Scheb			c	sel				b	16x3¼
Fargo................	4,000	1,490	136	r-c	s-f	s	36x4	36x6	w-sq	Russel	d	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	cell	Brlng S-H	West	125.00	Mon	Zenith	1	g	d-d	sel	u-m	3	9.45-1	int-g	¼x3
Federal..............S	2,000	1,650	132	pr-s	s-f	s	34x3	34x4	w-ov	Timken	f-f				5	own	4	3½x5⅛	19.61	b-r	P	fin	Eism S-F		opt	Simp	Zenith		g	d-p	sel	amid		7.00-1	worm	18x3½
Federal..............	3,000	2,100	144	pr-s	s-f	s	36x3½	36x5	w-sq	Timken	f-f				5	own	4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	245.00	Simp	Zenith		g	d-p	sel	amid		8.50-1	worm	18x3½
Federal..............	4,000	2,300	144	pr-s	s-f	s	36x4	36x7	w-sq	Timken	f-f				5	own	4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	150.00	Simp	Zenith		g	d-p	sel	amid		8.50-1	worm	
Federal..............	7,000	3,000	156	r-c	s-f	s	36x5	36x5d	w-sq	Timken	f-f				5	own	4	4¼x5½	32.40	2-l	P	fin	Eism S-F	West	150.00	Simp	Zenith		g	d-p	sel	amid		10.33-1	worm	21x3½
Federal.............W	10,000	4,000	156	r-c	s-f	s	36x6	40x6d	c-hol	Timken	f-f				5	own	4	4¼x5½	29.00	b-r	P	fin	Eism S-F		opt	Simp	Zenith		g	d-p	sel	amid		11.60-1	worm	24x4
Forschler..........AO	2,000	1,650	120	r-c	flex	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r		Cont	4	3½x5	19.61	b-r	P	sq-t	Bosch S-F			Mon	Zenith	1	g	d-d	sel	u-m	3	7.75-1	worm	2½
Forschler..........BO	4,000	2,250	138	r-c	flex	s	34x4	34x6	w-sq	Sheldon	s-f	b	r	r		Cont	4	4⅛x5¼	27.00	b-l	P	sq-t	Bosch S-F			Pierce	Zenith	1¼	g	d-d	sel	u-m	3	8.75-1	worm	2½
Forschler........AXO	3,000	2,000	120	r-c	flex	s	34x3½	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3½x5	19.60		P		Bosch S-P				Zenith	1	g	d-d	sel	u-m	3	8.60-1	worm	2
Forschler........BXO	5,000	2,500	138	r-c	flex	s	34x4	34x4d	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.00		P		Bosch S-F				Zenith	1¼	g	d-d	sel	u-m	3	8.75-1	worm	2½
Fulton...............	3,000	1,290	134	pr-s	flex	s	34x3½	34x2½d	w-sq	Russel	d	b	r	r	3	own	4	3¾x4¼	22.50	2-l	T	sq-t	Dixie S-F			Mon	Sund	1	g	o-p	sel	u-m		7.50-1	int-g	¼x2½
F. W. D.............B	6,000	4,000	124	pr-s		s	36x6	36x6	w-ov	own	f-f	r	r	r	3	Wise	4	4¾x5½	36.15	2-o	P	sq-t	Eism S-H	N-East	300.00	Pierce	Stmbg	1¼	g	o-d	ind-c	amid		8.90-1	b-4	2¼
Gabriel..............B	1,500	800	118	pr-s	flex	p	33x4	33x4	w-ov	Timken	f-f	r	r	r	3	Buda	4	3½x5		b-l	P		Bosch				Ray		g	d	sel	amid	3	6-1	B	
Gabriel..............C	2,000	1,600	126	pr-s	flex	p	35x5	35x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4⅛x5¼		b-l	P		Bosch				Ray		g	c	sel	amid	3	4.25-1	B	
Gabriel..............D	3,000	2,000	136	pr-s	flex	p	36x5	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½		b-l	P		Bosch				Ray		g	c	sel	amid	4	6-1	worm	
Gabriel..............E	4,000	2,400	144	pr-s	flex	P	36x4	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½		b-l	P		Bosch				Ray		g	c	sel	amid	4	8.50-1	worm	
Garford.............75	2,000	1,750	120	pr-s	s-f	p&s	34x4½	36x4	w-ov	Timken	f-f	r	r	r	3	Buda	4	3½x5⅛	19.61	b-r	T	cell	Dixie S-H	West	175.00	Kramer	Ray		g	d-d	sel	u-m		7.80-1	worm	
Garford.............66	3,000	2,100	142	pr-s	s-f	s	36x3½	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	cell	Dixie S-H	West	175.00	Kramer	Ray		g	d-d	sel	amid		8.50-1	worm	
Garford...........70B	4,000	2,600	142	pr-s	s-f	s	36x4	36x4d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H	West	175.00	Kramer	Ray		g	d-d	sel	amid		7.75-1	worm	
Garford..........77-B	7,000	3,700	128	pr-s	s-f	s	36x5	40x5d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x6	29.00	b-r	P	cell	Bosch S-H	West	175.00	own	Ray		g	d-d	sel	amid		10.33-1	worm	
Garford.............68	10,000	4,500	128	pr-s	s-f	s	36x6	40x6d	w-ov	Deadtyp	f-f	r	r	r	3	Buda	4	4¾x5½	36.15	2-o	P	fin	Bosch S-H			own	Ray		g	d-d	sel	u-j		13.31-1	chn	
Garford.............69	12,000	4,700	128	pr-s	s-f	s	36x6	40x7d	w-ov	Deadtyp	f-f	r	r	r	3	Buda	4	5-1/10x5¼	41.61	2-o	P	fin	Bosch S-H			own	Ray		g	d-d	sel	u-j		13.31-1	chn	
G. V.-Mercedes...F.V.	12,000		192¼	pr-s	r	s	34x5	40x6d	c-d						3		4	4¼x5-9/10	29.00	2-h	P	sq-t	Bosch S-F			own	own		p	c	sel	amid		9.36-1	int-g	
Geneva...............1	1,500		96			s	34x2	36x2½		Sheldon		b	b	b	2	Beauer	2	5¼x4¼	22.10	1-h	G	fin	Simms S-F				Scheb	1¼		d-p	plan	u-j			chn	2⅛
Gersix..............G	5,000	2,650	150	r-c	r	s	36x4	36x7	w-ov	Empire			R		4	Buda	6	3¾x5½	33.75	b-l	P	cell	West S-H	West	stock	Mon	Ray	1¼	v	d-p	ind-c	u-m		8.66-1	worm	3
Globe	2,500	1,375	130	r-c	s-f	s	34x3½	34x4	w-sq						3		6	3¼x4½	25.39	b-l	P	fin	Dixie S-F			Pierce	Master		v	d-d	sel	u-m		7.40-1	int-g	
G. M. C............15	1,500	1,150	122	pr-s	r	p	35x5	35x5	w-ov						3		4	3½x5	19.61	b-r	P	fin	Eism S-H			Mon	Marvel		g	c	sel	amid		6.00-1	bevel	
G. M. C............21	2,000	1,800	136	pr-s	s-f	s	34x3½	34x5	w-ov						3		4	3¾x5	22.50	b-l	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	u-m		7.75-1	worm	
G. M. C............31	3,000	2,100	144	pr-s	r	s	36x3½	36x5	w-ov						3		4	3¾x5	22.50	b-r	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	u-m		9.25-1	worm	
G. M. C............41	4,000	2,550	158	pr-s	r	s	36x4	36x4d	w-ov						3		4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	u-m		9.25-1	worm	
G. M. C............71	7,000	3,500	163	r-c	r	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	amid		12.00-1	worm	
G. M. C..........101	10,000	4,100	163	r-c	r	s	36x6	40x6d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-H			Mon	Marvel		g	d-d	sel	amid		13.67-1	worm	
Gramm-Bernstein.....	2,000	1,650	124	pr-s	s-f	s	34x3½	34x4	w-sq						3		4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		6.50-1	worm	
Gramm-Bernstein.....	3,000	2,000	130	pr-s	s-f	s	34x3½	36x4	w-sq						3		4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	
Gramm-Bernstein.....	4,000	2,300	146	pr-s	s-f	s	34x4	34x3½d	w-sq						3		4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		8.60-1	worm	
Gramm-Bernstein.....	5,000	2,700	156	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	
Gramm-Bernstein.....	7,000	3,400	158	pr-s	s-f	s	36x5	40x5d	c-hol						3		4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		8.75-1	worm	
Gramm-Bernstein.....	10,000	4,300	168	pr-s	s-f	s	36x6	40x6d	c-hol						3		4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	
Gramm-Bernstein.....	12,000	4,500	168	pr-s	s-f	s	36x6	40x7d	c-hol						3		4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	
Hahn................C	2,000	1,750	136	pr-s		s	36x3½	36x5	w-ov						3		4	4⅛x5¼	2.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Hahn................E	4,000	2,250	144	pr-s		s	36x4	36x4d	w-ov						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Hall.................	4,000	2,000	132	r-c	s-f	s	36x4	36x4d	w-sq	Timken					3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		9.25-1	worm	
Hall.................	7,500	2,800	144	r-c	s-f	s	36x5	36x5d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		10.51-1	worm	
Hall.................	10,000	3,400	144	r-c	s-f	s	36x5	40x6d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1½	g	d-d	sel	u-m		12.00-1	chn	
Harrison............C	7,000			r-c	r	s	37x5	37x4½d	w-ov						3		4	4½x5	32.40	2-r	P		Bosch D-H			own	Scheb		g	c	sel	u-j		9.43-1	chn	
Harrison............F	7,000			r-c	r	s	37x5	37x5d	w-sq						3		4	4½x5	32.40	2-r	P	sq-t	Bosch D-H			own	Stmbg		g	c	sel	u-j		9.60-1	chn	
Harvey..........W-F	5,000	2,500	150	r-c	s-f	s	36x4	36x7	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1¼	g	d-p	sel	amid		7.75-1	worm	2½
Harvey..........W-H	7,000	3,250	160	r-c	s-f	s	36x5	36x5d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x6	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½
Harvey..........W-K	10,000	4,000	160	r-c	s-f	s	36x6	40x6d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4½x6	32.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½

NAME AND MODEL			RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM						TRANSMISSION						
				FRAME		TIRES																														
	Pounds Capacity	Chassis Price	Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost	Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	Clutch Type	Gearset Type and Location		Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
Hawkeye..........J	3,000	1,500	136½	r-c	s-f	s	34x3½	34x5	w-sq	celfor					3	Buda	4	3¾x5⅛	22.50	b-h	G	cell	Eism S-H	West	150.00	opt	Master	1¼	v	d-p	sel	u-m		7.00-1	int-g	
Horner..............	3,000	2,350	145	pr-s	r	s	36x4	36x4	w-sq						3		4	4⅛x5¼	27.20	b	P	fin	D-H						g	d-d	sel				worm	
Horner..............	4,000	2,750	145	pr-s	r	s	36x4	36x3½d	w-sq						3		4	4⅛x5¼	27.20	b	P	fin	D-H					[illegible]	g	d-d	sel				worm	
Horner..............	6,000	3,350	145	r-c	r	s	36x5	40x4d	w-sq						3		4	4½x5½	32.40	2-o	P	fin	D-H						g	d-d	sel			9.40-1	worm	
Horner..............	10,000	4,350	156	r-c	r	s	38x6	42x6d	w-sq						3		4	5¼x5¾	44.20	2-o	P	fin	D-H						g	d-d	sel	amid		13.42-1	worm	
Hurlburt............	3,000	2,350	136	pr-s	r	s	34x4	34x5	w-ov	own		r	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	cell	Eism S-F	Vesta	stock	Pierce	Flech	1¼	g	d-d	sel	u-m		7.75-1	worm	
Hurlburt............	4,000	3,300	148	pr-s	r	s	36x4	36x4d	w-ov	own		r	r	r	3	Buda	4	4¼x5½	27.20	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech	1¼	g	d-d	sel	u-m		8.67-1	worm	
Hurlburt............	7,000	3,850	146	pr-s	r	s	36x5	36x5d	w-ov	own		r	r	r	3	Buda	4	4½x6	29.00	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech	1½	g	d-d	sel	u-m		8.67-1	worm	
Hurlburt............	10,000	4,600	156	pr-s		s	36x5	40x6d	w-ov	own		r	r	r	4	Buda	6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech	1½	g	d-d	sel	u-m		10.33-1	worm	
Hurlburt............	14,000	5,500	156	pr-s		s	36x6	40x7d	w-ov	own		r	r	r	4	Buda	6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech	1½	g	d-d	sel	amid		13.00-1	worm	
Independent.........F	2,000	1,385	128	pr-s		s	36x3	36x4	w-sq	own		r	r	b	3	Cont	4	3½x5	19.61	b	P	z-z-t	Eism S-F	Jesco	100.00	Mon	Marvel	1	g	d-d	sel	u-m		7¾-1	worm	1¾x14
Independent........G	4,000	1,850	144	pr-s		s	36x3½	36x5	w-sq	own		r	r	b	3	Cont	4	4⅛x5¼	27.20	b	P	z-z-t	Eism S-F			Mon	Marvel	1¼	g	d-d	sel	u-m		8⅔-1	worm	2½x17
I. H. C.............H	1,500	1,225	115	pr-s	s-f	s	36x3	36x3½	w-ov	own	d	r	r	r	3		4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel	amid		7.00-1	int-g	5/16x2¼
I. H. C.............F	2,000	1,500	128	pr-s	s-f	s	36x3½	36x4	w-ov	own	d	r	r	r	3		4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel	amid		8.00-1	int-g	5/16x2¼
Jeffery..........2016	3,000	1,575	130	pr-s	flex	p & s	34x4½	34x5	w-sq	Celfor	d	b	r	r	3	own	4	3¾x5¼	22.50	b-r	P	tube	Dixie S-H	Bijur	stock	Dup	Stmbg	1¼	g	d-p	sel	u-m		8.10-1	int-g	16x3
Jeffery Quad.....4016	4,000	2,850	124	pr-s	flex	s	36x5	36x5	c-d	own	d	b	r	r	3	Buda	4	4¼x5½	28.90	b-r	P	cell	Dixie S-H	Bijur	125.00	Dup	Stmbg	1¼	g	d-p	ind-c	amid		8.50-1	int-g-4	16¾x2½
Kelly-Springfield.K-31	3,000	2,250	144	pr-s	s-f	s	36x3½	36x6	w-sq	own	d	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid			chn	
Kelly-Springfield.K-32	3,000	2,250	144	pr-s	s-f	s	36x3½	36x6	w-sq	own	s-f	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid			worm	
Kelly-Springfield.K-36	5,000	3,000	144	pr-s	s-f	s	36x4	36x4d	w-sq	own	s-f	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid			worm	
Kelly-Springfield.K-35	5,000	3,000	144	pr-s	s-f	s	36x4	36x4d	w-sq	own	d	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid			chn	
Kelly-Springfield.K-40	7,000	3,650	150	pr-s	s-f	s	36x5s	40x5d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid			chn	
Kelly-Springfield.K-45	8,000	3,800	150	pr-s	s-f	s	36x5s	40x6d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid			chn	
Kelly-Springfield.K-50	10,000	4,400	150	pr-s	s-f	s	36x6s	40x6d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid			chn	
Kelly-Springfield.K-60	12,000	4,600	150	pr-s	s-f	s	36x6 s	40x7d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid			chn	
King................	7,000	2,600	120	r-c	flex	s	36x5	36x5d	w-sq	own	d	b			3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-D			Pierce	Scheb	1½	g	d-d	ind-c	u-j		8.67-1	chn	3½x¼
Kisselkar...........	1,500	950	124	pr-s	r	p	32x4	32x4	w-sq	own	f-f	b			3	own	4	3⅞x5½	24.22	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	c	sel	u-m		4.58-1	sp-b	2x5/32
Kisselkar...........	2,000	1,250	132	pr-s	r	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r	3	own	4	3⅞x5½	24.22	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel	[illegible]-m		6.50-1	worm	2x3/16
Kisselkar...........	4,000	1,875	144	pr-s	r	s	34x3½	36x6	w-sq	Timken	f-f	b			3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel	u-m		9.25-1	worm	3¼x¼
Kisselkar...........	5,000	2,250	166	pr-s	r	s	34x4	36x4d	w-sq	Sheldon	s-f	b	r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel	u-m		8.70-1	worm	2¼x¼
Kisselkar...........	8,000	2,850	168	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	s-f	b	r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmbg	1¼	v	d-p	sel	amid		10.33-1	worm	2½x¼
Kisselkar...........	10,000	3,350	180	pr-s	r	s	36x6	36x6d	w-sq	Sheldon	s-f		r	r	3	own	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-H			Pierce	Stmbg	1¼	v	d-p	sel	amid		10.33-1	worm	2½x¼
Kleiber...........AA	2,000	1,800	130	r-c	s-f	s	34x3	34x5	w-ov			r	r		3	Cont	4	3¾x5	22.50	b-r	T	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	d-p	sel	u-m		6.75-1	worm	16x3¼
Kleiber............A	3,000	2,350	140	r-c	s-f	s	36x3½	36x5	w-ov			r	r		3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel	amid		6-50-1	worm	16x3¼
Kleiber...........BB	4,000	2,600	145	r-c	s-f	s	36x3½	36x6	w-sq			r	r			Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel	amid		7.75-1	worm	17x3
Kleiber............B	5,000	2,860	150	r-c	s-f	s	36x4	36x4d	w-sq			r	r		3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel	amid		8.67-1	worm	18x2½
Kleiber............C	7,000	3,650	160	r-c	s-f	s	36x5	36x5d	w-sq			r	r		3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1½	g	o-d	sel	amid		8.75-1	worm	20x3
Kleiber............D	10,000	4,500	170	r-c	s-f	s	36x6	40x6d	w-sq			r	r		3	Cont	4	5¼x5¾	44.20	2-o	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1½	g	o-d	sel	amid		8.75-1	worm	24x3
Knickerbocker......A	7,000	3,500	128	r-c	r	s	35x5	35x5d	w-sq						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H		stock	Pierce	Stmbg		g	c	sel	u-m		3.50-1	chn	
Knickerbocker......C	10,000	4,500	148	r-c	r	s	36x6	36x6d	w-sq						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H		stock	Pierce	Stmbg		g	c	sel	u-m		3.50-1	chn	
Knox Tractor.......35		4,500	108½	r-c	r	s	36x5	38x6d	c-hol	Timken	d				3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel	u-j		9.60-1	chn	6½x20
Knox Tractor.......36	6,000	5,000	108½	r-c	r	s	36x4	38x6d	c-hol	Timken	d				3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel	u-j		12.05-1	chn	6½x20
Koehler............K	2,500	995	129	r-c	r	s	34x3	34x4	w-sq	Torb		r	r	r	3	own	4	3½x5	19.61	b-h	T	fin	Eism S-F			opt	Sun'man	1	g	d-d	sel	u-m		7.00-1	int-g	15x2¼
Krebs.............40	3,000	2,050	146	pr-s		s	36x3½	36x5	w-sq						3		4	3¾x5¼	22.50	b-l	P	tube	Bosch S-H			own	Zenith		g	d-d	sel	u-m		7.75-1	worm	
Krebs.............60	4,000	2,375	162	pr-s	s-f	s	36x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	tube	Bosch S-H			own	Zenith		g	d-d	sel	amid		8.50-1	worm	
Krebs.............90	7,000	3,250	180	pr-s	s-f	s	36x5	36x5d	w-sq						3		4	4½x5½	32.40	2-l	P	tube	Bosch S-H			own	Zenith		g	d-d	sel	amid		10.33-1	worm	
Lambert...........V2	2,000	1,700	144	r-c	s-f	s	36x3½	36x4	w-sq						5		4	4¼x5¼	29.00	1-l	P	fin	Remy S-H		100.00	Pierce	Scheb		g		frie	amid			chn	
Lamson..............	2,000	1,675	144	pr-s	s-f		36x3	36x4	w-sq	Sheldon					3	Wisc	4	3¾x5			P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		6.75.1	worm	
Lamson..............	3,000	2,000	150	pr-s	s-f	s	36x3½	36x5	w-sq	Sheldon					3	Wisc	4	4 x5	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		7.75-1	worm	
Lamson..............	5,000	2,600	160	pr-s	s-f	s	36x4	36x7	w-sq	Sheldon					3	Wisc	4	4 x6	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		8.75-1	worm	
Lamson..............	7,000	3,450	170	r-c	s-f	s	36x5	40x5d	c-d	Sheldon					3	Wisc	4	4¾x5½	36.15	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	amid		11.75-1	worm	
Lamson..............	10,000	4,400	180	r-c	s-f	s	36x6	40x6d	c-d	Sheldon					3	Wisc	4	5-1/10x5¼	41.62	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	amid		11.75-1	worm	
Landshaft..........GI	2,000	1,250	124	r-c		s	34x3½	36x4	w-sq	Torb	d	b	b	r		Buda	4	3½x5⅛			T				75.00			1		p	sel				int-g	
Landshaft..........LI	4,000	1,650	144	r-c		s	34x4	36x6	w-sq	Torb	d	b	b	r		Buda	4	4⅛x5½			T				75.00			1¼		d	sel				int-g	
Lane...............A	1,500	1,075	150	r-c		s	34x4	36x6	w-sq	Timken					2	Cont	4	3¼x5	16.92	b-l	T	fin	G & D S-H	G & D	stock		Shak		g	o-d	sel	u-m		6.20-1	worm	
Lange..............C	3,000	1,850	130	r-c	r	s	36x3½	38x4	w-ov						3		4	3¾x5¼	22.50	b-r	T	sq-t	Bosch S-H			Pierce	Stmbg		g	o-d	ind-c	u-j		8.05-1	chn	
Lange..............B	5,000	2,450	136	r-c	r	s	36x4	38x6	w-ov						3		4	4⅛x5¼	27.20	b-	T	sq-t	Bosch S-H			Pierce	Stmbg		g	o-d	ind-c	u-j		9.21-1	chn	
Larrabee...........M	2,000	1,600	130	pr-s	s-f	s	34x3½	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel	u-m		6.50-1	worm	2½
Larrabee...........N	3,000	2,000	140	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel	u-m		7.75-1	worm	3
Larrabee...... D & P	5,000	2,600	154-166	pr-s	flex	s	36x4	36x7	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel	u-m		8.66-1	worm	2¼
Lawson............35	1,000		112	pr-s		p	31x4	31x4	w-ov						3		4	3¾x4¼	22.50	b-r	T	cell	Dixie S-H	Split	opt		Scheb		g	o-p	sel	u-m		4.30-1	b	
Lenox Amer...Tractor	8,000	4,250	192				60x18	60x18				½-f					4	5¾x7			P		Dixie				Carter				sel				4-w	
Lenox Amer...Tractor	3,000	2,000	144				48x10	48x10				½-f					4	4¾x5½			P		Dixie				Carter				sel				4-w	
Lincoln............L	2,000	975	122	pr-s	s-f	p	33x5	33x5	w-ov						3		4	3½x5	19.61	b-r	T	tube	Dixie S-F	Delco	100.00	Mon	Zenith		v	c	sel	u-m		6.50-1	b	
Lippard-Stewart..MW	1,000	925	106	pr-s	s-f	p	33x4	33x4	w-ov						2		4	3¼x5	16.92	b-l	T	sq-t	Brlng S-F	Remy	75.00	none	Zenith		g	c	sel	amid		5.80-1	worm	
Lippard-Stewart....W	1,500	1,600	125	pr-s	s-f	p	35x4½	35x4½	w-ov						3		4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	150.00	none	Zenith		g	c	sel	amid		6.00-1	worm	
Lippard-Stewart....H	2,000	2,000	145	pr-s	s-f	s	36x3	36x5	w-ov						3		4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	150.00	Pierce	Zenith		g	c	sel	amid		6.75-1	worm	
Lippard-Stewart....F	3,000	2,300	145	pr-s	flex	s	36x3½	36x3d	w-ov						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	150.00	Pierce	Zenith		g	c	sel	amid		7.75-1	worm	
Lippard-Stewart....G	4,000	2,600	158	pr-s	flex	s	36x4	36x4d	w-ov						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	150.00	Pierce	Zenith		g	c	sel	amid		9.25-1	worm	
Little Giant........15	1,500	1,500	138	pr-s	s-f	p & s	34x4	34x3½	w-sq	Timken	f-f	r	r	r	3	Cont	4	3½x5	19.61	b-r	T	cell	Eism S-H		stock		Scheb	1	g	d-d	sel	u-m		6.00-1	worm	15x2½
Little Giant.........H	2,000	1,400	110	r-I	s-f	s	36x3	36x3½	w-sq						3		4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H				Scheb		g	o-d		u-j		6.88-1	chn	
Little Giant.........H	3,000	1,500	110	r-c	s-f	s	36x3½	36x4	w-sq						3		4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H				Scheb		g	o-d	sel	u-j		6.88-1	chn	
Little Giant........16	4,000	2,500	144	pr-s	s-f	s	36x4	36x6	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H				Scheb	1¼	g	d-d	sel	u-m		7.75-1	worm	16x3¼
Luverne............17	4,000	2,000	150				36x3½	36x3½		Hess	f-f					Cont	6	3¾x5½			P		Bosch	West			Scheb	1¼		d	sel				int-g	2¼x16
Maccar.............L	3,000	22,50	150	pr-s	r	s	36x4	36x5	w-sq	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H			Pierce	Stmbg	1¼		d-d	sel	u-m		6.75-1	worm	2½x¼
Maccar.............H	5,000	2,700	162	pr-s	r	s	36x4	36x4d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼		d-d	sel	u-m		7.75-1	worm	2¼x¼
Maccar.............M	7,000	3,400	174	pr-s	r	s	36x5	36x5d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼		d-d	sel	u-m		10.20-1	worm	3x¼
Maccar.............U	11,000	4,300	186	pr-s	r	s	36x5	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼		d-d	sel	amid		13.66-1	worm	3½x¼
Mack..............AB	2,000	2,150	144	pr-s	s-f	s	36x4	36x3½d	w-sq		d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	6.29-1	chn	2¼x14
Mack..............AB	2,000	2,150	144	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	7.00-1	worm	3¼x14
Mack..............AB	3,000	2,550	162	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	7.75-1	worm	3¼x16
Mack..............AB	3,000	2,550	162	pr-s	s-f	s	36x4	36x3½d	w-sq		d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	6.99-1	chn	2½x14

Mack AB	4,000	2,800	162	pr-s	s-f	s	36x4	36x4d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	7.75-1	worm	3¼x16
Mack AB	4,000	2,800	162	pr-s	s-f	s	36x4	36x4d	w-sq		d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	6.99-1	chn	2¼x14
Mack AC	7,000	3,650	156	pr-s	s-f	s	36x5	40x5d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel	u-j	3	7.54-1	chn	3½x20
Mack AC	11,000	4,250	156	pr-s	s-f	s	36x6	40x6d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel	u-j	3	8.40-1	chn	3½x20
Mack AC	15,000	4,600	156	pr-s	s-f	s	36x7	40x7d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel	u-j		11.58-1	chn	3½x20
Mack Tractor AC	14,000	3,400	119	pr-s	s-f	s	36x5	40x5d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		10.77-1	chn	
Mack Tractor AC	22,000	4,000	119	pr-s	s-f	s	36x6	40x6d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		11.58-1	chn	
Mack Tractor AC	30,000	4,500	119	pr-s	s-f	s	36x7	40x7d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		14.10-1	chn	
Maxwell 25	750	545	103	pr-s	flex	p	30x3½	30x3½	w-ov		¾-f	r-p	b	r	2	own	4	3⅝x4½	21.08	b-r	T	fin	Simms D-H	Huff-S	stock		K.D		g	c	el	u-m		3.59-1	b	1¾x⅝
Menominee EW	1,500	1,425	124	r-c	s-f	c	36x4	37x5½	w-ov	Timken	w				3	Cont	4	3¾x5	22.50	b-r	T	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee FW	2,000	1,790	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w				3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee H	3,000	2,050	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w				3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee D	4,000	2,475	144	r-c	s-f	s	36x4	36x6	w-sq	Timken	w				3	Cont	4	4 x5¼	27.20	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee G	7,000	3,275	160	r-c	s-f	s	36x5	36x5d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt	own	Stmbg		g			amid			worm	
MercuryBulley Trac. A		3,400	71	r-c	r	s	34x4	38x4d	w-sq	own		b	b	r	3	Wisc	4	4¼x5	29.00	2-o	P	cell	Bosch D-H	Bosch	stock	Pierce	Stmbg	1¼	g	d-p	ind-c	u-j		14.00-1	chn	
Metropolitan		895	115	pr-s		p	34x4	35x4½	w-ov		s-f		r	r	3		4	3¾x4¼	29.00	b-l	T	cell	S-H							d-d	sel	u-m		6.00-1	b	14⅜x2
Metz 25	800	500	108				31x3½	31x3½		own			b	r		own	4	3⅞x4			T		Dixie	Delco	Stock		A-W-T	1		d	I-C				chn	
M. H. C. A	1,800	1,050	148	pr-s	r	p	34x4½	34x4½	w-ov	Timken	f-f	b	r	r		Cont	6	3¼x4½	25.00		P	cell	Delco				Stmbg	1¼	v	d	sel	m	3	6.41-1	worm	16
M. H. C. B	2,000	1,250	148	pr-s	r	p	36x4½	36x4½	w-ov.	Timken	f-f	b	r	r		Cont	6	3½x5	29.00		P	cell	Delco	Delco	stock		Stmbg	1¼	v	d	sel	m	3	6.41-1	worm	16
Moon A	1,000	850	125				33x4	33x4		Sheldon	f-f					Cont	4	3¼x5			P		Bosch				Stmbg	1¼		c	sel				b	2
Moon B	3,000	1,600	140	pr-s	r	s	36x3½	36x4	w-ov	Sheldon					3	Cont	4	3¾ 5¼	22.50	b-h	G	z-z-t	Remy D			none	Stmbg	1¼	g	c	sel	u-,			chn	2
Moreland	1,500	1,290	114	pr-s	s-f	p	34x4½	34x4½	w-sq	Timken	s-f				3	Cont	4	3½x5	19.60	b-r	T	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	5.80-1	worm	13x2
Moreland 15-D	2,000	1,500	126	pr-s	s-f	s	34x3½	34x4	w-sq	Timken	s-f				3	Cont	4	3¾x5	22.50	b-r	T	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	6.00-1	worm	16x3½
Moreland 15-B	3,000	2,100	126	pr-s	s-f	s	34x3½	34x5	w-sq	Timken	s-f				3	Cont	4	4⅛x5¼	27.30	b-l	P	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1¼	g	d	sel	u-m	3	7.00-1	worm	16x3½
Moreland 15-C	5,000	2,750	144	pr-s	s-f	s	34x4	34x4d	w-sq	Timken	f-f				3	Cont	4	4½x5½	32.50	2-l	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	u-m	4	6.80-1	worm	16x3¼
Moreland 15-G	8,000	3,600	162	pr-s	s-f	s	36x5	38x5d	w-sq	Timken	f-f				3	Cont	4	4¾x6¾	36.15	2-l	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	amid	4	7.80-1	worm	18x3½
Moreland 16-J	10,000	4,250	192	pr-s	s-f	s	36x6	40x6d	s-tr	Timken	f-f				3	Cont	4	4¾x6¾	36.15	2-r	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½		d	sel	amid	4	11.67-1	worm	24x4
Morton	6,000	4,250	108				40x6	40x6		Timken	f-f						4	4¾x6¾			P		Dixie				Carter			d	sel				worm	
Nelson & LeMoon E1	2,000	1,700	opt	r-c	r	s	36x3	36x4	w-sq	Timken		r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	sq-t	Bosch S		125.00	Mon	Ray	1¼		d-d	sel	u-m		6.75-1	worm	
Nelson & LeMoon E2	4,000	2,250	opt	r-c	r	s	36x4	36x7	w-sq	Timken		r	r	r	3	Cont	4	4 x5¼	27.20	b-l	P	sq-t	Bosch P		125.00	Mon	Ray	1¼		d-d	sel	u-m		8.75-1	worm	
Nelson & LeMoon E3	6,000	3,100	opt	r-c	r	s	36x5	38x5d	w-sq	Timken		r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch S-A		125.00	Mon	Ray	1¼		d-d	sel	u-m		8.75-1	worm	
Nelson & LeMoon E5	10,000	4,200	opt	r-c	r	s	36x6	40x6d	w-sq	Timken		r	r	r	3	Cont	4								125.00			1¼								
Netco D	4,000	2,450	144	pr-s	r	s	36x4	36x6	w-sq	Timken	f-f				3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F	G & D	200.00	none	Zenith	1¼	g	d-d	sel	u-m		8.50-1	worm	2¾
Netco E	4,000	2,650	144	pr-s	s-f	s	36x4	36x6	w-sq	Timken	f-f				3	Cont	6	3¾x5¼	33.75	3-r	P	fin	G & D D-H	G & D	200.00	none	Zenith	1½	g	d-d	prog	u-m		8.50-1	worm	3
New York M	3,000	2,200	144	r-c	s-f	s	36x3½	36x5	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F			Pierce	Stmbg		g	d-p	ind-c	u-m		7.75-1	worm	
Niles B	2,000	1,175	124	pr-s	flex	p	35x5	35x5	w-ov						3		4	3½x5	19.61	b-l	T	sq-t	Eism S-H			Pierce	Stmbg		g	d-d	sel	u-m		6.50-1	worm	
Niles E	4,000	1,875	140	pr-s	flex	s	36x4	36x7	w-ov						3		4	4⅛x5¼	27.20	b-l	P	z-z-t	Eism S-H			Pierce	Stmbg		g	d-p	sel	amid		8.50-1	worm	
Northwestern	3,000	2,150	140	r-c			34x3½	36x6	w-ov	Sheldon	w	½-f				Cont	4	4⅛x5¼			P		Bosch				Stmbg			c	sel				worm	
Old Hickory	1,250	825	112	r-c	s-f	p	33x4	33x4	w-ov	Salis	s-f	b	b	r	2	Lycmg	4	3¼x5	16.92	b-r	T	cell	Conn S-H	Dyneto	stock		Carter	1	g	c	sel	u-m		6.00-1	b	2x14
Old Reliable	3,000	1,950	150	pr-s	s-f	s	34x3	36x6	w-sq						3		4	3¾x5	22.50	b-l	P	sq-t	Bosch S-H		stock		Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Old Reliable	4,000	2,450	150	r-c	s-f	s	34x4	36x4d	w-sq						4		4	4 x6	25.60	b-l	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Old Reliable	5,000	2,750		r-c	r	s	34x4	36x4d	w-sq						3		4	4¼x5	29.00	2-o	P	sq-t	Bosch S-H				Stmbg		g	o-d	sel	u-j			chn	
Old Reliable	6,000	3,250	150	r-c	s-f	s	34x5	36x5d	w-sq						4		4	4¼x6	29.00	b-l	P	sq-t	Bosch S-H		stock	Dup	Stmbg		v	d-d	sel	u-m		8.75-1	worm	
Old Reliable	8,000	3,750		r-c	s-f	s	36x5	40x5d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		v	d-d	sel	amid		8.75-1	worm	
Old Reliable	8,000	3,750		r-c		s	36x6	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock		Stmbg		g	o-d	sel	amid			chn	
Old Reliable	10,000	4,500	150	r-c	r	s	36x6	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	o-d	sel	amid			chn	
Old Reliable	14,000	5,000	150	r-c	r	s	36x6	40x7d	w-sq						2		4	5-1/10x5¾	41.62	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	o-d	sel	u-j			chn	
Overland 90	800	730	104	pr-s		p	31x4	31x4	w-ov	own	¾-f	b-r	r	b	2	own	4	3⅜x5	18.21	b-r	T	cell	Bat H	Autolite	stock	none	Tillotson		v	c	sel	u-x			b	12⅜1½
Overland	1,200	850	106	pr-s		p	33x4½	33x4½	w-ov	own	¾-f	b-r	r	r	5	own	4	4⅛x4½	27.20	b-r	T	cell	Dixie H	Autolite	stock	none	Tillotson		v	c	sel	u-x			b	13⅜2¼
Packard 1-E	2,000	2,350	126	r-c	s-f	s	34x3½	34x6	w-sq						3		4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	
Packard 1½-E	3,000	2,650	126	r-c	s-f	s	34x3½	34x3½d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	
Packard 2-E	4,000	3,000	144	r-c	s-f	s	34x4	34x4d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	7.25-1	worm	
Packard 3-E	6,000	3,600	156	r-c	s-f	s	36x5	36x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	9.00-1	worm	
Packard 4-E	8,000	4,025	156	r-c	s-f	s	36x5	40x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	10.00-1	worm	
Packard 5E	10,000	4,550	156	r-c	s-f	s	36x6	40x6d	St-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	P	d-d	sel	amid	4	10.66-1	worm	
Packard 6E	12,000	4,800	156	r-c	s-f	s	36x6	46x7d	st-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	1	10.66-1	worm	
Packet	600	325	100	pr-s	r	p	28x3	28x3	w-ov	own	d	b	b	b	2	own	4	2¾x4	12.08	b-r	T	fin	At-K S-A			none	Carter	1	g	c	fric	u-j		4.25-1	chn	1⅓x⅝
Palmer	2,000	1,350	132½	pr-s	r	s	34x3½	34x4	w-sq						3		4	3¾x5	22.50	b-r	T	sq-t	Bosch S-F			none	Stmbg		g	d-d	sel	u-m			int-g	
Palmer	4,000	1,975	144	pr-s	r	s	36x3½	36x3½d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F			Pierce	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Palmer-Moore K	1,500	1,150	106	pr-s	r	s	36x3	36x3½	w-ov						3		4	3½x5⅛	19.61	b-r	T	fin	Bosch S-A	opt		Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	
Palmer-Moore M	2,000	1,350	126	pr-s	r	s	36x3½	36x4	w-sq						3		4	3¾x5⅛	22.50	b-r	T	fin	Bosch S-A	opt		Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	
Peerless TC2	4,000	3,000	145			s	36x4	36x4d		Timken	f-f	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	amid		6.21-1	worm	48x3½
Peerless TC3	6,000	3,700	151			s	36x4	40x4d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		7.45-1	chn	37x4
Peerless TC4	8,000	4,000	151			s	36x5	40x5d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		8.70-1	chn	37x4
Peerless TC5	10,000	4,500	151			s	38x6	42x6d		won	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		10.50-1	chn	37x4
Peerless TC6	12,000	5,000	151			s	38x7	42x7d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		10.50-1	chn	37x4
Pennsy 15	1,000	660	98	pr-s		p	30x3½	31x4	w-ov						2		4	4⅛x5½	27.20	b-r	T	fin	Dixie S-F	Dyneto	75.00	none	Zenith		g	d-d	sel	u-m		4.75-1	b	
Pierce-Arrow	4,000	3,000	150	pr-s	flex	s	36x4	36x4d	w-ov	own	w	b		b	3	own	4	4x5½	25.60	2-o	P	fin	Eism S-H	West	325.00	own	own		g	c	sel	amid	3	7.00-1	worm	3x18⅝
Pierce-Arrow	10,000	4,500	168	pr-s	flex	s	36x5	40x6d	w-ov	own	w	b		b	3	own	4	4⅞x6	38.25	2-o	P	fin	Eism D-H	West	325.00	own	own		g	c	sel	amid	3	7.80-1	worm	4¾x18
Pullman 4-24	1,000		114	pr-s	s-f	p	31x4	31x4	w-ov	Peru	f-f	b	b	r	4	G-B-S	4	3¾x4¼	22.50	b-l	T	cell	Dixie S-H	Split	stock	none	Stmbg	1	g	o-d	sel	u-m		4.25-1	b	5/321½
Rainier	1,000	875	115	pr-s	r	p	33x4	33x4	w-sq	Timken	w	r	r	r	2	Light	4	3¼x4½	16.92	b-l	T	fin	Dixie S-H	Split	85.00	none	Carter	1⅛	g	d-p	sel	u-m		5.80-1	worm	⅜x2
Reo F	1,500	1,000	120	pr-s	r	p	34x4½	34x4½	w-ov						3		4	4⅛x4½	27.20	2-r-h	P	fin	Remy S-H	Remy	stock	none	Johns		g	d-d	sel	amid		4.30-1	sp-b	
Reo J	4,000	1,650	146	pr-s	r	s	36x4	36x3½d	w-sq						3		4	4⅛x4½	27.20	2-r-b	P	fin	Nat D-H			own	Johns		g	d-d	sel	amid		8.70-1	chn	
Republic 9	1,500	760	120	pr-s	flex	c	32x3	32x3½	w-sq						2		4	3¼x5	16.92	b-l	T	sq-t	Bosch S-F	Bosch	stock	Rugg			g	d-d	sel	u-m		5.36-1	int-g	
Republic 10	2,000	1,095	124	pr-s	s-f	s	34x3	34x4	w-sq						3		4	3½x5	19.61	b-l	T	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		7.00-1	int-g	
Republic 11	3,000	1,275	144	pr-s	s-f	s	34x3	34x5	w-sq						3		4	3¾x5	22.50	b-l	T	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	
Republic 12	4,000	1,675	144	pr-s	s-f	s	34x4	34x6	w-sq						3		4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	
Republic T	7,000	2,550	165	pr-s	s-f	s	36x5	36x5d	c-d						3		4	4¼x5½	29.00	b-l	P	cell	Bosch S-H	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		11.00-1	int-g	
Riker	6,000	3,600	170	pr-s	r	s	36x5	36x5d	w-sq	own	f-f				5	own	4	4¼x6	29.00	2-o	P	fin		West	225.00	own	own		g	c	sel	amid		10.00-1	worm	
Riker	8,000	3,750	150	pr-s	r	s	36x5	36x6d	w-sq	own	f-f				5	own	4	4¼x6	29.00	2-o	P	fin	Bosch D-H	West	225.00	own	own		g	c	sel	amid		10.00-1	worm	
Royal	2,000		124	r-c		s	34x4	34x5	w-sq						3		4	3¼x5	16.92	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	5,000		132	r-c		s	36x4½	36x6	w-sq						3		4	4 x6	25.60	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	7,000		158	r-c		s	36x5	38x5d	w-ov						3		4	4¼x6	29.00	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	10,000		168	r-c		s	36x6	40x6d	w-ov						3		4	4¾x5½	36.15	2-o	P	cell	Bosch S-F		stock	Mon	Master		g	o-d	ind-c	amid			worm	
Royal	12,000		158	r-c		s	36x6	40x6d	w-ov						3		4	5⅛x6	42.20	2-o	P	cell	Bosch S-F			Mon	Master		g	o-d	ind c	amid			worm	
Royal	14,000		158	r-c		s	36x7	40x7d	w-ov						3		4	5¼x7	44.20	2-o	P	cell	Bosch S-F			Mon	Master		g	o-d	ind-c	amid			chn	
Rush F	1,000	750	105	pr-s	flex	p	31x4	31x4	w-ov	Rush					2	Lycmg	4	3¼x5	16.92	b-r	T	fin	Conn S-H	Split	stock		Carter	1	g	d-d	sel	u-m		4.42-1	b	1¾5/32
Sanford O	2,000	1,290	120	pr-s	flex	p	34x4½	35x5	w-sq	Celfor		r	r		3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F				Scheb	1	g	d-d	sel	u-m		7.00-1	int-g	
Sanford R	3,000	1,370	138	pr-s	s-f	s	36x3½	36x4	w-sq	Celfor		r	r		3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F				Scheb	1	g	d-d	sel	u-m		8.99-1	int-g	
Sanford S	4,000	2,100	150	r-c	flex	s	36x4	36x7	w-sq	Celfor		r	r		3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-F			Mon	Scheb	1¼	g	d-d	sel	u-m		9.00-1	int-g	
Saurer L	10,000	4,800	153	pr-s	s-f	s	36x5	42x5d	w-sq						3		4	4⅝x5½	34.28	2-o	P	cell	Bosch S-H			own	own		p	c	sel	u-j		15.85-1	chn	
Saurer M	13,000	5,800	156	pr-s	s-f	s	36x5	42x6d	w-sq						3		4	4⅝x5½	34.28	2-o	P	cell	Bosch S-H			own	own		p	c	sel	u-j		14.80-1	chn	
Schacht	3,000	2,650	138				38x3½	38x5		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel				worm	17x3½
Schacht	4,000	2,800	144				38x4	38x4		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel				worm	17x3½
Schacht	6,000	3,200	166				38x5	38x5		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel				worm	17x3½
Schleicher	6,000	3,500	150	r-c	r	s	34x4½	34x3½d	w-ov						3		4	4¼x5½	29.00	2-r	P	sq-t	Bosch D-H			opt	Stmbg		g						chn	

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM		Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	TRANSMISSION					
				FRAME		TIRES																													
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost					Clutch Type	Gearset Type and Location	Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
Schleicher	10,000	4,500	150	r-c	r	s	34x5	34x4d	w-ov	b b	b						4	5 x6	40.00	2-r	P	sq-t	Bosch D-B	....	....	....	Stmbg		g	c	sel amid		5.00-1	chn	....
Seagrave F	....	....	158	r-c	s-f	s	36x4	38x4d	w-ov	own	....	b-r	r	....	..	own	6	5¾x6½	....	....	P	sq-t	....	West	....	Pierce	Scheb	2	g	d-d	sel amid	3	4.40-1	chn	16x3
Seagrave T	....	....	172	r-c	s-f	s	36x5	38x4d	w-ov	own	....	b-r	r	....	..	own	6	5¾x6½	....	....	P	sq-t	....	West	....	Pierce	Scheb	2	g	d-d	sc amid	3	4.40-1	chn	16x3
Selden O	1,500	985	110	pr-s	s-f	p	32x3½	33x4	w-sq	Sheldon	....	b	r	b	2	LeRoi	4	3⅛x4½	15.64	b-r	T	sq-t	Eism S-F	Al-Ch	80.00	LeRoi	Scheb	1	g	d-d	sel u-m		6.20-1	worm	33x1½
Selden TL	2,000	1,850	126	pr-s	s-f	s	34x3	34x4	w-sq	Timken	....	r	r	r	3	Cont	4	3½x5	19.61	b-r	T	sq-t	Bosch S-F	N-East	175.00	Pierce	Stmbg	1	g	d-d	sel u-m		6.75-1	worm	54½x3
Selden JC	4,000	2,150	150	pr-s	s-f	s	36x4	36x6	w-sq	R ussel	....	r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	sq-t	Bosch S-F	N-East	150.00	Pierce	Stmbg	1	g	d-d	sel u-m		9.45-1	int-g	51x2
Selden JWL	4,000	2,350	150	pr-s	s-f	s	36x4	36x6	w-sq	Timken	....	....	....	....	..	....	4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F	N-East	....	Pierce	Stmbg	1	g	d-d	sel u-m		9.25-1	worm	27x3½
Selden N	7,000	3,150	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken	....	....	....	....	..	....	4	4½x5½	32.40	2-l		sq-t	Eism S-H	N-East	175.00	Pierce	Stmbg	1¼	g	d-d	sel u-m		10.33-1	owm	33x3½
Service 220	2,000	1,500	137	pr-s	flex	s	34x3	34x4	w-sq	Timken	....	r	r	r	3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Bosch S-H	West	120.00	Simplex	Master	1	v	d-d	sel amid		7.00-1	worm	16x3½
Service 230	3,000	2,200	150	pr-s	s-f	s	36x3½	35x5	w-sq	Timken	....	r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1¼	g	d-p	sel amid		7-75-1	worm	16x3½
Service 240	4,000	2,500	160	pr-s	s-f	s	36x5	36x7	w-sq	Timken	....	r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1¼	g	d-p	sel amid		7.75-1	worm	16x3½
Service 270	7,000	3,300	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken	....	r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1¼	g	d-p	sel amid		8.75-1	worm	18x3½
Service 275	7,000	3,600	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken	....	r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1½	v	d-p	sel amid		7.8-1	worm	18x3½
Service 300	10,000	4,300	171½	pr-s	s-f	s	36x6	40x6d	w-sq	Timken	....	r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1½	v	d-p	sel amid		11⅜-1	worm	24x4
Sheirdan	1,000	490	104	....	....	....	31x3½	31x3½	....	....	f-f.	....	....	....	..	....	4	3⅛x4	....	....	T	....	Bosch	....	....	....	Carter		..	d	sel		....	b	....
Signal F	2,000	1,550	144	pr-s	s-f	s	34x3	36x4	w-sq	....	....	....	....	....	3	....	4	3¾x5¼	23.50	b-l	P	fin	Eism S-F	....	....	Mon	Stmbg		g	d-d	sel u-m		7.75-1	worm	....
Signal H	3,000	1,800	144	pr-s	s-f	s	34x3½	36x5	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F	....	....	Mon	Stmbg		g	d-d	sel u-m		8.50-1	worm	....
Signal J	4,000	2,100	150	pr-s	s-f	s	34x4	36x4d	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F	....	....	Mon	Stmbg		g	d-d	sel u-m		9.25-1	worm	....
Signal M	7,000	3,000	168	pr-s	s-f	s	36x5	40x5d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	fin	Eism S-F	....	....	Mon	Stmbg		g	d-d	sel u-m		10.33-1	worm	....
Signal R	10,000	4,000	180	pr-s	s-f	s	36x6	40x6d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	fin	Eism S-F	....	....	Mon	Stmbg		g	d-d	sel amid		13.66-1	worm	....
Standard 70	4,000	2,000	140	....	....	s	36x4	36x6	....	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-A	....	....	Mon	Scheb		..	c	sel amid		7.75-1	worm	....
Standard 60	7,000	2,850	144	....	....	s	36x5	36x5d	....	....	....	....	....	....	3	....	4	4½x5¼	32.40	2-l	P	fin	Eism S-A	....	....	Mon	Stmbg		..	d-d	sel u-m		10.33-1	worm	....
Standard 40	8,000	3,025	144	....	....	s	36x5	36x5d	....	....	....	....	....	....	3	....	4	4½x5¼	32.40	2-l	P	fin	Eism S-A	....	....	Mon	Stmbg		..	d-d	sel u-m		9.50-1	chn	....
Standard 50	10,000	3,400	144	....	....	s	36x5	40x6d	....	....	....	....	....	....	3	....	4	4¼x5¼	29.00	2-l	P	fin	Eism S-A	....	....	Mon	Stmbg		..	d-d	sel u-m		13.00-1	worm	....
Steele C	4,000	2,250	115	r-c	s-f	s	38x5	40x4d	o-cr	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-r	P	cell	At-K S-A	Carlton	stock	own	Stmbg		..	o-d	ind-c u-j		9.51-1	chn	....
Steele B	6,000	3,000	127	r-c	s-f	s	38x6	40x5d	o-cr	....	....	....	....	....	3	....	4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c u-j		9.21-1	chn	....
Steele BA	8,000	3,500	127	r-c	s-f	s	38x6	40x5d	o-cr	....	....	....	....	....	3	....	4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c u-j		9.21-1	chn	....
Steele A	10,000	4,000	127	r-c	s-f	s	38x7	40x6d	o-cr	....	....	....	....	....	3	....	4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c u-j		9.58-1	chn	....
Stegeman	4,000	2,600	150	pr-s	flex	s	34x4	36x6	w-sq	own	....	r	r	r	3	Cont	6	3½x5¼	25.45	b-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel u-m		9.66-1	worm	2½x10½
Stegeman	6,000	3,000	160	pr-s	flex	s	34x4	36x5d	w-sq	own	....	r	r	r	3	Cont	6	3½x5¼	29.45	b-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel u-m		10.66-1	worm	2½x10½
Stegeman	8,000	3,800	160	pr-s	flex	s	36x5	40x5d	w-sq	own	....	r	r	r	3	Cont	6	3¾x5¼	33.75	2-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel u-m		11.33-1	worm	2½x10½
Stegeman	10,000	4,500	168	pr-s	flex	s	36x5	40x6d	w-sq	own	....	r	r	r	3	H-S	6	4x5½	38.40	2-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel u-m		12.66-1	worm	2½x10½
Stegeman	14,000	5,000	168	Ch	flex	s	36x6	40x7d	steel	own	....	r	r	r	3	H-S	6	4x5½	38.42	2-l	P	sq-t	Bosch	West	stock	Mon	Ray	....	g	d-d	sel u-m	3	15.00-1	worm	....
Sterling	5,000	2,800	156	pr-s	r	s	36x4	36x4d	w-sq	Sheldon	....	r	r	r	3	Wauk	9	4¼x5¾	29.00	2-r	P	fin	Eism S-A	....	35.00	Wauk	Holley		g	d-d	sel u-m		7.70-1	worm	....
Sterling	7,000	3,600	158	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	....	r	r	r	3	Wauk	4	4¼x5¾	29.00	2-r	P	fin	Eism S-A	....	35.00	Wauk	....		g	d-d	sel u-m		8.75-1	worm	....
Sterling	10,000	4,500	168	pr-s	....	s	36x5	40x6d	w-sq	Sheldon	....	r	r	r	3	Wauk	4	4¾x6¾	36.15	2-r	P	fin	Eism D-H	....	35.00	Wauk	Holley		g	d-d	sel amid		8.75-1	worm	....
Sterling	14,000	5,250	168	pr-s	....	s	36x6	40x7d	w-sq	Sheldon	....	r	r	r	3	Wauk	4	4¾x6¾	36.15	2-o	P	fin	Eism D-H	....	35.00	Wauk	....		g	d-d	sel amid		11.67-1	chn	....
Stewart 6	1,500	795	110	pr-s	s-f	p	32x4	32x4	w-ov	....	....	....	....	....	2	Ster	4	3 x4½	14.40	b-l-b	T	fin	Dixie S-F	....	....	none	Zenith		g	d-p	sel u-m		6.00-1	int-g	....
Stewart 3	2,000	1,390	118	pr-s	s-f	p	34x4½	34x4½	w-ov	....	....	....	....	....	3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F	....	....	none	Zenith		g	d-p	sel u-m		6.00-1	int-g	....
Stewart 4	2,500	1,485	140	pr-s	s-f	s	34x3½	34x5	w-sq	....	....	....	....	....	3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F	....	....	none	Zenith		g	d-p	sel u-m		7.00-1	int-g	....
Studebaker SF	1,000	785	112	pr-s	r	p	34x4	34x4	w-ov	....	....	....	....	....	3	....	4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel u-x		4.60-1	b	....
Studebaker 7	2,000	1,100	125	pr-s	r	p	35x5	35x5	w-ov	....	....	....	....	....	3	....	4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel u-x		5.00-1	b	....
Sullivan G	3,000	1,600	120	r-c	s-f	s	36x3	36x4	w-sq	....	....	....	....	....	3	....	4	3¾x4½	22.50	b-r	T	fin	Bosch S-F	....	....	....	Holley		g	c	sel u-j		8.50-1	chn	....
Sullivan E	4,000	2,250	150	pr-s	s-f	s	36x4	36x6	w-sq	....	....	....	....	....	3	....	4	4⅛x5½	27.20	b-r	P	fin	Bosch S-F	....	....	....	Holley		v	d-d	sel u-m		9.25-1	worm	....
Superior A	2,000	1,350	124	pr-s	....	s	34x3½	34x4	w-sq	....	....	....	....	....	3	....	4	3½x5	19.61	b-h	T	sq-t	Eism S-F	....	....	Mon	Stmbg		v	d-d	sel u-m		7.00-1	int-g	....
Superior C	4,000	1,800	144	pr-s	....	s	36x4	36x6	w-sq	....	....	....	....	....	3	....	4	3¾x5	22.50	b-h	G	sq-t	Eism S-F	....	....	Mon	Stmbg		v	d-d	sel u-m		9.00-1	int-g	....
Thomas 40	4,000	2,700	150	pr-s	s-f	s	34x4	34x4d	w-sq	Timken	w	b	r	r	3	Buda	4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch	stock	Pierce	Stmbg		g	d-d	sel u-m		8.50-1	worm	3½x18
Tiffin A	1,500	1,190	110	pr-s	flex	p	35x4½	35x4½	w-ov	Russel	....	b	b	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H	....	100.00	none	Scheb	1	g	c	sel u-m		6.80-1	int-g	....
Tiffin AW	2,000	1,550	112	pr-s	flex	s	34x3	34x4	w-sq	Sheldon	....	b	r	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H	....	100.00	Pierce	Scheb	1	g	d-d	sel u-m		6.50-1	worm	....
Tiffin GW	3,000	1,970	135	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	....	b	r	b	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-H	....	100.00	Pierce	Scheb	1¼	g	d-d	sel u-m		8.60-1	worm	....
Tiffin MC	5,000	2,500	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	d	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	....	100.00	Pierce	Scheb	1¼	g	c	sel amid		8.80-1	chn	....
Tiffin MW	5,000	2,700	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	....	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	....	100.00	Pierce	Scheb	1¼	g	c	sel amid		7.75-1	worm	....
Tiffin RW	10,000	4,550	168	r-I	s-f	s	36x5	40x5d	w-sq	Sheldon	....	r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel amid		11.70-1	worm	....
Tiffin SW	12,000	4,650	168	r-I	s-f	s	36x6	40x6d	w-sq	Sheldon	....	r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel amid		11.70-1	worm	....
Transport Tractor T	10,000	2,750	80	r-c	r	s	34x3½	34x4d	w-ov	....	....	....	....	....	3	....	4	3½x5⅛	10.61	b-r	T	cell	Bosch S-F	....	....	....	Zenith	1	g	d-d	sel u-m		....	worm	....
Union B	5,000	1,875	150	pr-s	flex	s	39x4	39x6	w-sq	Russel	....	b-r	r	r	4	Wisc	4	4 x6	25.60	b-l	P	fin	....	....	....	none	Scheb	1¼	g	o-d	sel u-m		7.75-1	int-g	2
United BSW	4,000	2,250	144	r-c	r	s	36x4	36x4d	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	opt	....	Pierce	Stmbg		g	d-d	sel u-m		8.66-1	worm	....
United CSW	7,000	2,900	144	r-c	r	s	36x5	36x5d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	cell	Eism S-H	opt	....	Pierce	Stmbg		g	d-d	sel u-m		8.75-1	worm	....
United DSW	8,000	3,200	144	r-c	r	s	36x5	36x6d	w-sq	....	....	....	....	....	3	....	4	4½x5½	36.15	2-o	P	cell	Eism S-H	opt	....	Pierce	Stmbg		g	d-d	sel u-m		8.75-1	worm	....
United ESW	10,000	3,900	144	r-c	r	s	36x6	40x6d	o-cr	....	....	....	....	....	3	....	4	4¾x5½	41.62	2-o	P	fin	Eism S-H	opt	200.00	Pierce	Stmbg		g	d-d	sel amid		11.75-1	worm	....
U. S. E	5,000	2,500	144	r-c	s-f	s	34x3½	36x3½d	w-sq	....	....	....	r	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H	....	....	Pierce	Stmbg		g	c	ind-c amid		8.16-1	chn	....
U. S. H	5,000	2,800	144	r-c	s-f	s	34x4	36x4d	w-sq	....	....	....	r	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H	....	....	Pierce	Stmbg		g	c	ind-c amid		8.66-1	worm	....
U. S. D	7,000	3,200	162	r-c	s-f	s	34x5	36x5d	w-sq	....	....	....	r	....	3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H	....	....	Pierce	Stmbg		g	c	ind-c amid		8.01-1	chn	....
U. S. J	7,000	3,500	162	r-c	s-f	s	36x5	40x5d	w-sq	....	....	....	r	....	3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H	....	....	Pierce	Stmbg		g	c	ind-c amid		11.70-1	worm	....
U. S. K	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-sq	....	....	....	r	....	3	Wauk	4	4¾x6¾	36.15	2-l	D	sq-t	Bosch D-H	....	....	Wauk	Stmbg		g	c	ind-c amid		8.75-1	worm	....
Universal G	3,000	1,950	133	r-c	r	s	34x3½	34x5	w-ov	Universal	f-f	r	r	r	3	Buda	4	3¾x5¼	22.50	b-r	T	fin	Eism	opt	....	....	Zenith	1	g	d-d	sel u-m		7.25-1	worm	2x14½
Universal D	4,000	2,800	132	r-c	r	s	36x4	36x4d	w-ov	Universal	d	r	r	r	3	Buda	4	4½x5½	29.86	2-l	P	fin	Eism	opt.	....	....	Heath	1¼	g	d-d	sel amid		9.16-1	chn	3x30
Universal A	6,000	3,400	132	r-I	r	s	36x5	36x5d	w-ov	Universal	d	r	r	r	3	Buda	4	4½x5½	29.86	2-o	P	fin	Eism D-H	opt	....	....	Heath	1¼	g	d-d	sel amid		10.29-1	chn	3x30
Velie 25	4,000	2,450	150	pr-s	flex	s	36x4	36x3½d	w-sq	Timken	....	....	....	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	Remy	120.00	Pierce	Stmbg	1¼	v	d-p	sel amid		6.00-1	worm	3½x16
Velie 26	7,000	3,500	172	pr-s	flex	s	36x5	40x5d	w-sq	Timken	....	....	....	....	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H	....	....	Pierce	Stmbg	1½	c	d-p	sel amid		10.30-1	worm	4x18
Vim 20	1,000	665	102	pr-s	....	p	31x4	31x4	....	....	....	....	....	....	3	....	4	3 x4½	14.40	b-r	T	fin	Dixie	....	....	....	Zenith		..	c	sel u-m		5.25-1	b	....
Walter C	7,000	4,200	132	pr-s	flex	s	40x6	40x6	o-d	....	....	....	....	....	3	....	4	4⅜x6	30.65	b-l	P	fin	Eism S-A	....	....	....	H & N		g	c	sel u-m		8.50-1	ext-g	....
Walter B	15,000	4,750	162	pr-s	flex	s	36x6	40x6	o-hol	....	....	....	....	....	3	....	4	4⅜x6	30.65	b-l	P	fin	Eism S-F	....	....	....	H & N		g	c	sel u-m		7.85-1	ext-g	....
Watson Tractor	10,000	4,050	80	r-c	flex	s	34x4	36x5d	w-sq	Timken	....	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch D-H	....	....	Pierce	Zenith		g	d-d	sel u-m		10.30-1	worm	3½x18
White GBBE	1,500	2,300	133½	pr-s	....	p	34x4½	34x4½	w-ov	own	s-f	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H	....	extra	....	own		g	o-p	sel amid		....	b	....
White TBC	3,000	3,300	145½	pr-s	....	p	36x4½	36x4½d	w-ov	own	s-f	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H	....	extra	....	own		g	o-p	sel amid		....	red	....
White TAD	6,000	4,000	163	r-I	r	s	36x5	40x5d	o-x	own	d	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H	....	....	....	own		g	o-p	sel amid		....	chn	....
White TCD	10,000	5,000	169	r-I	....	s	36x5	40x6d	o-x	own	d	b	b	b	3	own	4	4¼x6¾	29.00	b-r	P	cell	Eism S-H	....	....	....	own		g	o-p	sel amid		....	chn	....
Wichita A	2,000	1,750	110	pr-s	s-f	s	34x3	34x4	w-sq	Sheldon	d	r	b	r	2	own	4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	....	Stmbg		g	c	sel u-j		7.32-1	chn	....
Wichita K	2,000	1,750	118	pr-s	s-f	s	36x3	36x4	w-sq	Sheldon	s-f	r	b	b	2	own	4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	....	Stmbg		g	c	sel amid		7.80-1	worm	....

Wichita	L	3,000	1,950	118	pr-s	s-f	s	36x3	36x5	w-sq	Sheldon	s-f	r	r	b	2	own	4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	none	Stmbg	1	g	c	sel	amid		8.66-1	worm	....
Wichita	B	4,000	2,250	118	pr-s	s-f	s	34x3½	34x6	w-sq	Sheldon	d	r	r	r	2	own	4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	none	Stmbg	1	g	c	sel	u-j		8.24-1	chn	....
Wichita	R	5,000	2,500	144	pr-s	s-f	s	36x4	36x7	w-sq	Sheldon	s-f	r	r	b	3	Wauk	4	3¾x5¼	22.50	b-r	P	cell	Bosch S-H	West	125.00	Wauk	Stmbg	1	g	c	sel	amid		8.75-1	worm	....
Wichita	O	7,000	3,450	165	pr-s	s-f	s	36x5	36x5d	w-sq	Sheldon	s-f	r	r	b	3	Wauk	4	4½x5¾	32.40	2-l	P	cell	Bosch S-H	West	150.00	Wauk	Stmbg	1¼	g	c	sel	amid		11.75-1	worm	....
Wichita	Q	10,000	4,000	165	pr-s	s-f	s	38x6	38x6d	w-sq	Sheldon	s-f	r	r	b	3	Wauk	4	4½x5¾	32.40	2-l	P	cell	Bosch S-H	West	150.00	Wauk	Stmbg	1¼	g	c	sel	amid		11.75-1	worm	....
Wilcox	S	2,000	1,600	128	pr-s	r	p	35x5	35x5	w-ov	....	....	....	....	....	3	....	4	4¾x5	22.50	b-r	T	cell	Bosch S-H	....	stock	Pierce	Ray		g	d-d	sel	u-m		6.50-1	worm	....
Wilcox	R	3,000	1,800	134	pr-s	r	s	36x4	36x5	w-ov	....	....	....	....	....	3	....	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	....	stock	Pierce	Ray		g	c	sel	amid		7.70-1	worm	....
Wilcox	Q	4,000	2,000	150	pr-s	r	s	36x4	36x3½d	w-ov	....	....	....	....	....	3	....	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	....	stock	Pierce	Ray		g	c	sel	amid		8.60-1	worm	....
Wilcox	P	7,000	2,900	154	pr-s	r	s	36x5	36x5d	w-ov	....	....	....	....	....	3	....	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	....	stock	Pierce	Ray		g	c	sel	amid		11.70-1	worm	....
Wilson	E	4,000	2,350	144	r-c	s-f	s	36x4	36x4d	w-ov	Sheldon	....	r	r	b	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F	....	....	Pierce	Marvel	1¼	g	c	sel	amid		8.60-1	worm	18x2¼
Winther	47	4,000	2,400	144	c	....	s	34x4	36x7	c	celfor	d	....	r	....	4	Wisc	4	4 x6	22.50	b-l	P	cell	Eism	....	125.00	....	Master	....	..	d-p	....	amid	3	8.15-1	int-g	....
Winther	67	6,000	3,200	144	c	....	s	36x4	36x5d	c	celfor	d	....	r	....	4	Wisc	4	4⅛x6	25.60	b-l	P	cell	Eism	....	150.00	....	Master	....	..	d-p	....	amid	3	8.15-1	int-g	....
Winther	87	8,000	3,800	144	c	....	s	36x5	40x5d	c	celfor	d	....	r	....	4	Wisc	4	4¼x6	28.90	b-l	P	cell	Eism	....	150.00	....	Master	....	..	d-p	....	amid	3	12.50-1	int-g	....
Winther	127	12,000	4,600	156	c	....	s	36x6	40x6d	c	celfor	d	....	r	....	4	Wisc	4	5⅛x6	42.03	b-l	P	cell	Eism	....	175.00	....	Master	....	..	d-p	....	amid	3	12.15-1	int-g	....
Wisconsin	B	2,500	1,650	136	pr-s	s-f	s	34x3½	34x4	w-ov	....	....	....	....	....	3	....	4	3½x4	19.61	b-r	P	cell	Eism S-H	....	....	Wauk	Master		g	d-d	sel	u-m		7.75-1	worm	....
Wisconsin	C	5,000	2,500	156	pr-s	s-f	s	36x4	36x6	w-ov	....	....	....	....	....	3	....	4	4 x5¾	25.60	2-r	P	cell	Eism S-H	....	....	Wauk	Master		g	d-d	sel	u-m		8.75-1	worm	....
Witt Will	WD17	2,000	2,000	120	pr-s	flex	s	36x3	36x4	w-sq	Timken	f-f	....	r	....	3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Eism S-A	....	....	Pierce	Zenith		g	d-d	sel	u-m		....	worm	....
Witt Will	WD17	4,000	2,500	144	pr-s	flex	s	36x3½	36x7	w-sq	Timken	f-f	....	r	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-A	....	....	Pierce	Zenith		g	d-d	sel	u-m		....	worm	....
W. S.	4	5,000	2,975	154	r-c	flex	s	36x6	36x6	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2	P	fin	Nat D-H	....	....	....	Zenith		g	o-d	....	u-m		....	wrm-4	....

STEAM CARS

	Capacity	Price	Wheel Base	Size of Tires	Spring	Brake Banding	H. P. of Engine	Bore and Stroke in Inches	Boiler Diameter inches	Water Capacity
Stanley	2,500	2,400	136	36x5	F-F	16x2¾	30	4½x6½	26†	50 miles

Association Items

AUTOMOBILE CALENDAR

Spokane, Wash.—Interstate Fair, Sept. 2-9.

Milwaukee, Wis.—Milwaukee Show, State Park Fair, West Allis, Sept. 9-15.

Milwaukee, Wis.—Fall Show, Wisconsin State Fair, West Allis, Milwaukee Automobile Dealers, Sept. 9-15.

Montreal, Quebec. Used car show, Coliseum. Montreal Automobile Trade Association, June 20-27

Fremont, Neb. General Tractor Demonstration, August 6-10.

Peoria, Ill.—Peoria Exposition and International Farm Congress and soils exposition. Tractor display and demonstration September 8-29.

Dallas, Texas, State Fair. Automobile and Acccessory Dealers' Association, October 13-28.

Wisconsin Dealers Form Motor Contest Association

The Wisconsin Motor Contest Board is the name selected for the new association of Wisconsin dealers and others interested in dirt track racing, which will conduct its first meet on the one-mile track at State Fair Park in Milwaukee on July 4. Leslie D. Frint, Monroe distributer, has been elected president, and Bart J. Ruddle, secretary and manager.

Pacific Coast Forming Association

After several months of consideration, correspondence and discussion, steps have been taken to form the Pacific Coast Motor Car Dealers' Association, with headquarters at San Francisco. This will include but not supplant the dealer organizations in San Diego, Los Angeles, San Francisco, Portland and Seattle.

Salt Lake dealers later will be asked to affiliate, and inasmuch as California distributers control practically all the business in Nevada and Arizona, this eventually will become a most comprehensive association.

Prominent in bringing about the association were William L. Hughson, San Francisco, president of the Pacific KisselKar Co., and Harold L. Arnold, Los Angeles, president of the Los Angeles Motor Car Dealers' Association.

Members of the National Association of Automobile Accessory Jobbers of Texas recently held a meeting at the offices of the Fisk Co. of Texas, and formed an auxiliary organization to the national association.

About fifteen members were present of which about eleven were visitors from other cities in the State.

It was a get-together meeting and several things were discussed for closer co-operation with the retailer. The following officers were elected: G. W. Hawkins, of Houston, president; O. E. Dunlap, Jr., of Dallas, vice-president, and E. E. Rhoads, of the Fisk Co., of Texas, secretary and treasurer.

Methods of Taking the Drive and Torque

(Continued from page 107)

possible by this type of drive is worthy of notice. About 45 per cent. of America's pleasure cars now use the Hotchkiss drive.

Figure 9 shows the six-cylinder National, which is provided with a torque arm, the drive being taken through the cantilever springs of the car. A forked torque tube, which takes both the drive and torque, is provided on the Stutz car, illustrated in Figure 10.

Both a torque arm and radius rods are used on the Locomobile, (see Fig. 11). The Locomobile company is one of the few companies now using this method of relieving the springs of both driving and torsional strains.

The Used Car Problem

Discussion of the wide discrepancy of allowance and resale price on cars taken in exchange.

By John T. Stafford

WHAT would you think of an Automobile Manufacturer if he advertised his car as being worth $2,000 in New York, $2,500 in Chicago, $2,300 in Cleveland, $1,500 in Dallas, Texas, and $1,800 in Boston? Would you think the manufacturer knew his business or was looking out for his own best interest? The answer is plain. Then why in the name of good business is one used car worth $500 more in Chicago than in New York, Cleveland, Dallas, Texas, or Boston?

I have been talking with dealers in all parts of the country and their one aim in life seems to be to arirve at a logical used car value.

The dealer seems to be willing to sacrifice his profit on a sale for no other reason than that the dealer across the street sacrifices his by allowing more for a second-hand car than he can possibly get for it. The dealer of the high-price car is invariably responsible for the high allowance made on used cars. His profit on each sale is infinitely greater than the profit made by the dealer on a low-priced car and this is only just and right. He figures, therefore, he can allow more and does, in a great many cases, sell a man an expensive car who only desired a medium-priced one by reason of the greater amount allowed on the old car.

This may look like good business but the wholesale and retail price of the new car has been arrived at by good sound business methods, and the margin of profit is neither too small nor too great for the dealer. Dealers throughout the country are stocked up with used cars that cannot readily be turned into money unless a loss is sustained. Keeping the cars waiting for a possible buyer is also eating up any chance for a profit on the resale.

Let us look at this reasonably. A business man does not put on his shelves a lot of goods he is unable to sell. He does not stock up with goods that are apt to deteriorate before they are sold. His whole scheme of buying is based on the selling market, and nothing will cause him to purchase anything that he cannot sell at a higher figure.

The automobile dealer is a real business man as is shown by the progress made by the Automobile industry. This used car problem to him is a necessary evils, or he thinks it is. The mere fact that the prospect has been spoiled by a few fly-by-night-dealers, is no reason why the legitimate dealer should continue to spoil him. Isn't it about time there was established some standard price for a used car run under normal conditions?

Let us admit that each used car is in a class by itself. A certain car, for instance, has been run two years and has covered fifteen thousand miles under a careful driver, and is worth $400, its original price being $900. Now another car, same type, model and year, has run 17,000 miles with a driver equally as careful and yet some dealer allows possibly two hundred dollars more, or a hundred dollars less, why? He knows that it is utterly impossible to resell the used car for within a hundred dollars of what it cost him, yet he stands for this cutting of prices without the batting of an eyelash.

If, on the other hand, you were to walk into that same dealer's salesroom and offer him cash for a new car less a rebate of $100, he would immediately tell you that the price of the car was so much, not one penny less, and nine chances out of ten would also tell you that he would rather not sell a car than cut a penny off the price.

The profit made on the new car cannot take care of a loss on the used car, and still allow the dealer a reasonable profit. Competition is too keen and the dealer has to work on a narrow margin, so that everytime he allows any more for a used car than he can sell it for again, he is just that much nearer failure.

Of course the usual method is to excuse the loss on a used car by making it upon some other sale. Some dealers will tell you it averages up, but this is not so. And, if it does, why not make a profit on every used car taken in, rather then just breaking even. In other words do less business and make more money.

Some dealers always get what they allow on a car in actual money and are inclined to pat themselves on the back and jolly themselves about their profits, but let us look at this side. The dealer sells a car for $1,000, his profit is $200. He takes in trade a used car allowing $500. Providing he again sells the used car for $500 immediately his profit on the transaction is still $200, but instead he stores the car and advertises it, and finally after six months sells the used car for $500. He thinks he has made $200 on the original sale of the new car, but has he? Five hundred dollars has been tied up for 6 months, storage for six months, commission on resale of used car, advertising.

Let us figure it up as follows:

Interest on $500 for six months	$ 15.00
Dead storage for six months	60.00
Commission	25.00
Advertising	20.00
Slight repairs to make car saleable	10.00
	$130.00

In order to break even his resale price on the used car should be $630 instead of $500 or in other words his profit has been $70 instead of $200 on the original transaction.

This is the only way to figure. At least break even on the used car end of your business. If the prospect can get a larger allowance for his old car advise him to get it as he is cutting down competition by slowly but surely putting the big allowance dealer out of business.

I have before me a report of the used car allow-

(Continued on page 133)

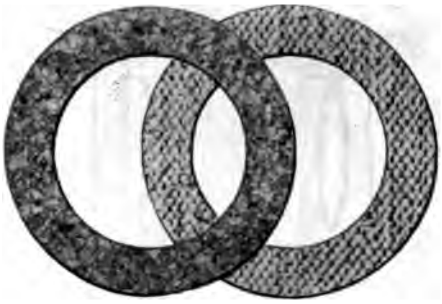
Weed Chain-Jack

To operate the Weed Chain-Jack, manufactured by the American Chain Co., of Bridgeport, Conn., it is not necessary to get down in a cramped position as it can be raised or lowered by pulling a chain, which is long enough to permit the operator to stand erect. Because of the gear reduction and the use of thrust roller bearings, the jack operates very easily. The gears and chain wheel are well protected by a stamped steel housing, and the chain is heavily plated to prevent rusting.

The Weed Chain-Jack is made in 8-inch, 10-inch and 12-inch sizes for pleasure cars, also in a 12-inch size for trucks. The 8-inch and 10-inch jacks are made with an auxiliary step. When the auxiliary step is in the operative position it adds two inches to the height of the jack.

Cortex Clutch Facings

A disc clutch facing that is claimed to be very durable and resilient is a new product recently brought out by the Hide & Leather Belting Co., of Indianapolis. This facing requires very little spring pressure, and presents a high co-efficient of friction, and will not glaze over or become hard in use.

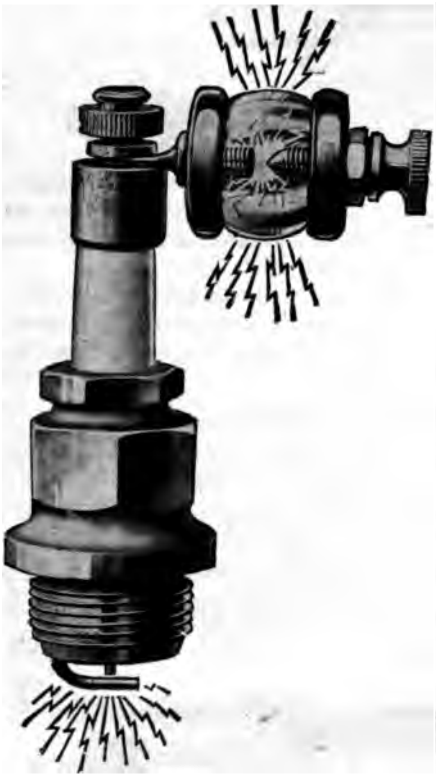


Wayne Curb Oil Pump

Garage men and filling station owners will be interested in the new curb lubricating pump, which is being placed on the market by the Wayne Oil Tank and Pump Co., Fort Wayne, Ind. This pump is finished in dark green enamel, lettered in gold. The housing is cylindrical in form, the bottom part of which slides up and locks. The entire lower part of the housing is hung on counterbalanced weights, making it very easy to handle. The pump stands fifty-four inches in height and has a sixteen and one-quarter inch diameter.

Half-pints, pints and quarts are delivered, and push button stops located in the head of the pump regulate the quantity discharged. Accurate quantities of oil can be quickly discharged into containers without the dirt and loss, which is found where the pint and quart measure system is used.

As underground storage tank of sixty-five gallon capacity is used in connection with the pump. Oils when handled in this manner convenient to the auto at the curb, are kept in a clean manner, free from dirt and dust. The tank buried below the frost line makes it possible to store the oil at an even temperature throughout the year.



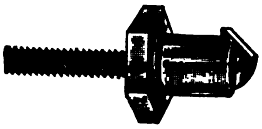
Marvel Spark Plug Intensifier

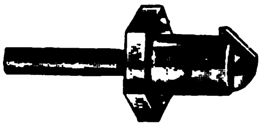
A device known as the Marvel spark plug intensifier s being placed on the market by the Marvel Mfg., Co., of 1020 Washington Boulevard, Oak Park, Ill. The device is claimed to cause a hotter spark and to avoid the danger of the plug short circuiting from soot and oil. Copper and brass totogether with heavy glass are used in the construction of the intensifier, which is said to be practically indestructible. One end of the device is attached to the spark plug and the other to the end of the high tension wire. When in operation the spark can be seen jumping the gap between the two screws within the glass cylinder.

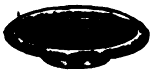
Church Curtain Fastener

Tearing of the curtain material through mishandling the fastener is claimed to be entirely prevented by use of the new Church curtain fastener, manufactured by the Automatic Carburetor Co., 1414-1422 West Randolph Street, Chicago, Ill. The safety from tearing the curtain is due to the construction of the fastener and the method of application of the grommet and washer forming the eyelet.

Weakening the fabric by cutting three or four holes to allow seating of prongs is eliminated. The grommet is bowl-shaped and has a center shank, the edge being used to hold a convex spring washer by pinging with a punch set. The outside edge of the grommet is flanged to prevent injury to the fabric. The eyelet thus applied reinforces the curtain material sufficient to prevent tearing under almost any condition. It also saves time in application because the round-shaped eyelet does not compel alignment.





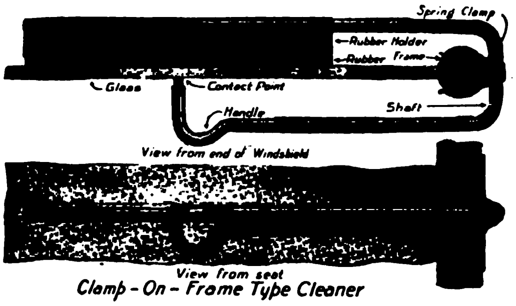


In top factories and departments it is only necessary to properly adjust and cut the hole for the eyelet, as the work of attaching can be done at a bench with a foot or power press by unskilled labor.

The trigger construction of the fastener holds the eyelet secure at all times; only the slightest pressure, however, using either the thumb or finger releases it.

"J. T." Windshield Cleaner

Three types of "J. T." windshield cleaner are being placed on the market by the J. T. Auto Devices Co., 3535 Euclid Avenue, Cleveland, O. One type attaches through the glass of the windshield, another through the frame, and the third type clamps to the frame as shown in the illustration. The type that attaches through the glass is particularly well suited to closed cars, though it can be used with any style of windshield. The clamp-on cleaner is very handy for the windshields of open cars as it can be attached or detached very quickly. To attach the device the rubber and handle are simply sprung apart so that they will pass over the frame of the windshield after which they are allowed to snap into place. To detach the cleaner the operations are simply reversed.



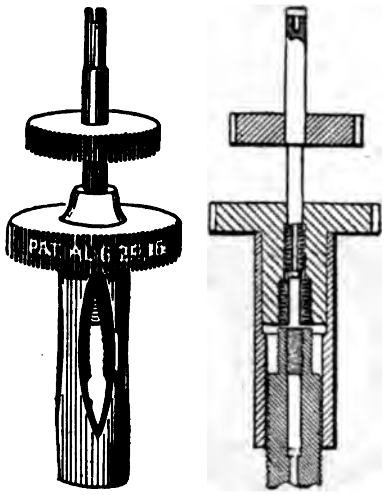
Clamp-On-Frame Type Cleaner

"Its-It" Vulcanizer

"Its-It" is the name of a new vulcanizer, which is being placed on the market by the Premier Electric Co., Cuyler and Ravenswood Aves., Chicago, Ill. This vulcanizer operates on the electricity from the storage battery of the car, or, the case of the Ford, on the current from the magneto. It is intended for making quick repairs on tubes, and when these repairs are made on the road a desirable feature is that wind does not affect its operation as there is no flame. Owing to the small amount of electricity used it is claimed it cannot harm the battery. It takes about ten minutes to vulcanize a patch. The device is furnished complete with a clamp, flexible cord and a plug to connect it to the socket of the car. Both 6 and 12-volt styles are offered.

A. & H. Valve Tool

One annoying feature of tire valve stems is that the threads are apt to become bruised so that the caps cannot be screwed on. The inner thread also is likely to be damaged so that it is difficult to replace the inner part of the valve in case of leakage.



The A. & H. Mfg. Co., 505-507 West 45th St., New York City, is offering the A. & H. True Threader valve tool, which is an improved device for remedying valve stem troubles. The threader is placed over the valve stem and the operator than applies a little pressure to both wheels, at the same time revolving them in the right direction. In this manner both the inside and outside threads of the valve stem are recut at the same time. The device is self centering so it is claimed the threads cannot be crossed. Either thread can be cut separately if desired.

Boko Gasoline Buckets

A feature of the Boko bucket offered by the Defiance Welding Co., Defiance, O., is that it is made of gasoline proof fabric so that gasoline can be carried in it as well as water. The bucket has a capacity of two gallons and the fabric is double sewed and tightly cemented.

A flexible tube at the side fastens over the top when the bucket is full of fluid. This tube not only takes the place of a funnel, but also eliminates the necessity of valves. To fill the gasoline tank, for instance, the tube is unhooked and placed in the opening of the tank. A slight pressure with the finger on the tube is said to give perfect control flow. When open the bucket is 10 inches deep and when folded is only ¾ of an inch thick.

A smaller bucket known as the Boko Junior also is manufactured by this company. This type is of 5 quarts capacity and has a specially designed top forming a pitcher spout. The bucket weighs but 8 ounces and when folded measures 7 by 9 inches. The thickness when folded is ½ inch.

Twin Fire Spark Plug

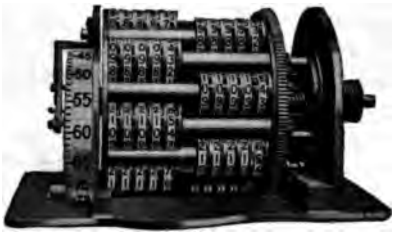
The feature of this plug is a double spark gap, by means of which it is claimed, a complete spark is delivered from one gap, even though the other is clogged with oil or carbon.

Attention is called to the fact that a very intense spark is needed for ignition in this day of low-grade fuels; and producing this intense spark is claimed for the twin fire by the manufacturers. The Twin Fire Spark Plug Co., 58 Woodward avenue, Detroit, Mich.

Waltham Speedometer

The principle of the Waltham speedometer, here illustrated, is extremely simple, effective in performance, and proof against unskilled handling. The instrument registers all speed changes instantly, including extreme low speed. Neither temperature nor altitude has any effect upon this instrument.

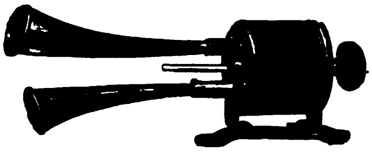
Special attention has been paid to the flexible driving shaft, which has been such a source of dissatisfaction in other instruments. Waltham driving shafts are made interlocking links and collars of specially tempered nickel steel, which makes them the strongest and most dependable flexible shaft ever supplied with a speedometer. This shaft has proved to be practically indestructible under the most thorough road and laboratory tests which included running at forty-five miles an hour for prolonged periods.

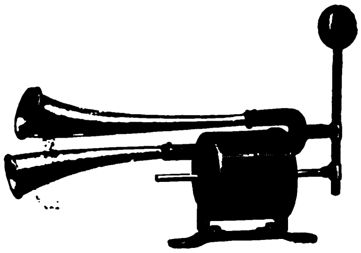


Attention has also been paid to the finer details. The figures of the speed dial, as well as the odometer figures, are legible not only from the driver's seat, but also from the tonneau. Another feature which has attracted favorable comment is the trip odometer quick resetting device. By means of this improvement one can quickly and accurately reset the figures to any desired mileage. This advantage is particularly appealing to those who travel with the use of a Blue Book. Waltham Watch Co., Waltham, Mass.

Warnola Horn

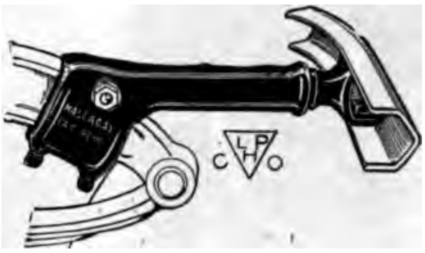
Two models of a new horn known as the "Warnola" are here illustrated. The principle employed in producing the sound differs from other horns inasmuch as no diaphragms or springs are used. Reeds are used, operated by a rush of air from a hand piston working in a double-end cylinder. A sharp, short blast or a long signal may be produced. Horns are furnished for Ford and other cars, in either black or black and nickel. Warnola Mfg. Co., 73 Wooster street, New York City.





Halladay Side Clamp Bumper

Halladay side clamp bumpers, manufactured by the L. P. Halladay Co., Streator, Ill., are designed for cars having aprons, which interfere with the attaching of bumper brackets by the use of bolts or clips. The bumper clamps on to the frame, a clamp screw at the top and two heavy set screws at the bottom of the fitting holding it rigidly in place. The outfit is neat in appearance, easily attached, and will fit a large number of the well known makes of cars. The fittings are finished in black japan and the bars in black japan or buffed nickel. The bumpers are finished in 2-inch channel, diamond channel, 2-inch round, and full diamond and spring bars.

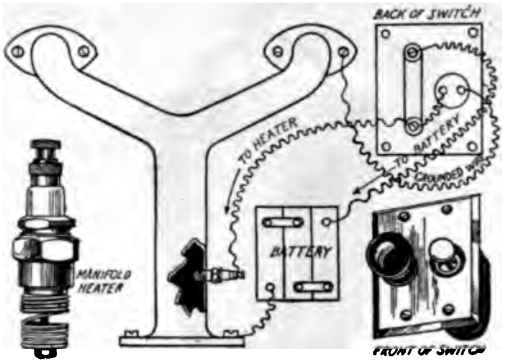


Power Hack Saw

The E. & S. Power Hack Saw as shown on this page is a high-speed machine with a sawing capacity of 4 x 4 inches. The saw arm takes a nine-inch blade and is driven by a crank working between V bearings. This method of construction does away with connecting rods and arms, supposed to be the main trouble in power hack saws. It is equipped with a sliding weight, has an automatic stop and is driven by a 10 x 2 crown pulley drive. A crank for hand drive is supplied when desired. The saw is 24 in. long, 6 in. wide and stands on 10-in. legs. Ellis-Smith Mfg. Co., Inc., of 216 Niagara street, Bpffalo, N. Y., are the manufacturers.

Instano Manifold Heater

Instanto electrical heaters are being placed on the market by the Lepper Mfg. Co., Mason City, Ia., among them being the manifold heater, which includes a special combination switch, wiring, etc. This device is designed to heat the manifold in the same way that a hot air furnace pipe performs its functions, thus heating the gasoline, making vaporization instantaneous and starting easy. The Instanto electric manifold heater and priming system adds the priming feature to the other device. The Instanto electric carbureter heater is designed to heat the gasoline in the instrument in a very short time.



California Vaporizer

The California Vaporizing System consists of Fuel Vaporizing, Carburetor and priming tank.

The vaporizer is a small ribbed cylinder, placed vertically with the open end and over the mouth of the carburetor, the cylinder being enclosed in an exhaust jacket formed by an enlargement at the center of the exhaust pipe.

The velocity imparted to the fuel particles of the spray from the carburetor is sufficient to cause their inertia to separate them from the air of the mixture upon entering the vaporizer. The liquid spray impinges upon the heat surfaces of the vaporizing chamber while the air passes directly to the intake pipe. The vapor formed in the vaporizing chamber passes downward against the incoming liquid spray and mixes with the air in the intake pipe.

The fundamental difference between this system and others is that the air of the mixture is heated only by the incoming vapor. The temperature of the vapor formed is constant at the boiling point of the liquid and is independent of the temperature of the vaporizer walls. For this reason the temperature of the mixture it is claimed is maintained constantly under all speeds and loads.

With a heavy fuel such as kerosenes and Distillate it is necessary to start on gasolene. To accomplish this small priming tank is used to supply sufficient heat to warm up the vaporizer. With kerosene fuel two minutes' operation on the primer are required to thoroughly heat the vaporizer but for distillate only for ½ minute is necessary.

Tests made on the coast with this system in use on Ford Cars have shown, it is said, an average fuel consumption under all around touring conditions, of 27 miles per gallon of kerosene and stove distillate. With the perfect vaporization which results from a dry mixture under all conditions, even at the lowest speeds, it is claimed no carbon deposit is formed in engine cylinders and there is no thinning of cylinder oil. California Vaporizer Co., Los Angeles, Cal.

MANUFACTURERS' NOTES

The Gillette Rubber Co., Eau Claire, Wis., manufacturer of Gillette safety tires, is now engaged in a regular production in its new plant, erected at a cost of more than $100,000.

The Moline Plow Co., Moline, Ill., has let the contract for the erection of an addition to the tractor plant to Stone & Webster of Chicago. The addition will be 100 by 750.

The Norwalk plant of the Crucible Steel Co. at Norwalk, O., is being enlarged by the addition of machinery and buildings and will employ 300 more men.

The Fleetwood Metal Body Co., Fleetwood, Pa., is having plans prepared for a three-story addition, 60 by 125 feet.

The Goodyear Tire & Rubber Co., Akron, O., is providing interchangeable wheel sets accommodating tires of the no hook type. Owners of cars wearing regular clincher rims taking 30 and 31 in. tire sizes may now have greater facility in tire changing and also use Cord tires. These wood wheels, made of straight grain hickory, come in size 30 by 3½. The original hub plates and bearings are used.

The Lumb Motor Truck & Tractor Co., Aurora, Ill., has turned out its first completed truck. The first model has a 2-ton capacity and weighs 5400 lbs. It is equipped with a 37 hp. Buda engine of four cylinders and has a number of new features.

The Covert Gear Co. has taken over the former plant of the Gray Motor Co. at Detroit, which has a floor space of 56,000 sq. ft., and will use this factory to manufacture, in Detroit, about twice as many transmissions as are made in the Lockport, N. Y. factory.

The Tower Motor Truck Co. of Greenville, Mich., has started operations in its new plant and expects to be turning out 100 trucks this year. The building is 60 by 220 feet.

The Champion Ignition Co. of Flint, Mich., has placed an order for automatic screw machinery amounting to $50,000. This is additional to several orders recently placed for other machinery.

The Niles Car & Mfg. Co., Niles, O., is continuing the manufacture of 1 and 2-ton worm-driven trucks and in a short time will have a 3½ and 5-tonner on the market. On May 1 this company adopted a new sales plan. No sales will be made from the factory direct to the consumer, except through their agents.

The Auto Parts Co., Providence, R. I., manufacturer of a large line of motor car specialties has changed its name to Apco Mfg. Co., Inc. The company has been marketing goods under the trade mark Apco for some time.

The Duesenberg Motors Corp. has filed plans for the construction of a plant in Elizabeth, N. J., for the manufacture of aeroplane engines for the Government. The plant will be in Newark Avenue and will cost $20,000. The company has been forced to seek larger quarters. It has been occupying a plant at Edgewater temporarily.

The Curtis Form-A-Tractor Co., Chicago, will remove its plant to Batavia, Ill. One hundred men will be put to work at the outset. The Benson Engineering Works will be utilized for the plant. It will require 6600 ft. of floor space at the beginning, and this will be increased.

The Philadelphia Storage Battery Co., Philadelphia, Pa., has completed a new factory which doubles its capacity. It is considering possible extensions of its business.

The Amco Motors Co., makers of engines, has moved from the Loth Mill in Norwalk, Conn., to the John Davenport foundry in Stamford, Conn. The two companies were recently merged under the title Springfield Motors Co.

The Overland Tire Co., Newark, N. J., recently incorporated with a capital of $100,000, has acquired property at 15-25 River Street, for a plant for the manufacture of tires. The initial operations will include a floorspace of about 40,000 sq. ft. J. A. Whitman of Grantwood, N. J., is president.

The Parsons Mfg. Co. of Detroit, manufacturer of automobile body hardware, has leased a new factory at Stanley and Vermont Avenues, where the present capacity will be tripled.

The Higrade Motor Co., of Grand Rapids, Mich., which was organized early this year, will soon commence steady production of its Higrade trucks. The company has purchased a tract of land in Grand Rapids and will erect a factory to be completed early in September. Arrangements, however, are being made to put the first trucks on the market in July, as the first thousand will be made in experimental shops at Harbor Springs, Mich.

List-Prices of all Makes of Tires and Tubes

REVISED MONTHLY

EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S. Non-Skid; G. T. Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when §, in both Clincher and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Acme Rubber Mfg. Co.,	P	14.50	15.00	†16.50	20.90	†21.70	22.20	23.50	†25.00	†28.00	†29.00	30.30	31.20	32.30	33.40	34.50	†41.20	42.50	43.90	45.10	46.50	47.80	52.50	54.10	55.80	†69.80	†71.70
Trenton, N.J.	N.S	......	†16.30	......	†22.00	†22.80	23.30	......	......	......	†30.50	31.80	32.80	34.00	......	......	......	d44.50	46.10	47.40	48.80	50.30	55.10	56.90	58.50	......	......
	N.S	16.70	17.80	†19.10	24.00	†24.90	25.50	27.10	†28.70	†32.20	†33.40	34.80	36.00	37.20	39.50	39.70	†47.40	48.80	50.50	51.90	53.50	55.00	60.30	62.30	64.10	†80.30	†82.50
	Hemisphere	†18.40	†19.60	......	26.40	......	28.00	29.10	......	......	†36.80	d38.30	39.60	40.80	42.20	†43.70	......	......	......	57.10	58.80	60.50	†66.40	†68.40	70.60	......	......
April 12 (5000 miles)	G.R.B. Tubes	3.65	3.85	4.15	4.95	5.15	5.45	5.85	6.05	6.05	6.25	6.40	6.65	6.75	6.95	7.15	8.15	8.35	8.45	8.60	8.80	9.05	10.00	10.30	10.55	11.20	11.50
Advance Rubber Co.,	P.	†11.60	†12.20	......	†15.85	†16.70	18.55	†21.65	......	......	†24.30	24.75	25.95	26.50	27.40	28.25	......	†34.60	†35.70	37.35	37.95	39.50	......	†42.65	†45.15	†67.75	......
1717-8th Ave, Brooklyn, N.Y.	N.S.	†12.15	†12.80	......	†16.60	†17.55	19.45	†22.70	......	......	†25.45	26.00	27.15	27.85	28.65	29.65	......	†36.30	†37.55	39.20	39.90	41.45	......	†44.75	†47.40	†71.10	......
April 2	G.T.	2.60	2.70	......	3.05	3.25	3.40	3.60	......	......	3.85	3.95	4.10	4.25	4.40	4.50	......	5.00	5.20	5.40	5.60	5.80	......	6.50	6.85	7.50	......
Ajax Rubber Co.,	P.	c12.40	c13.15	c17.05	§16.90	c17.70	§20.50	§24.50	§26.25	c26.30	§27.50	§28.00	§29.20	§29.70	§31.00	§31.40	......	......	§39.90	§41.40	§41.90	§43.45	d47.70	c47.75	§49.50	......	......
1796 Broadway, N.Y. City	N.S.	c13.90	c14.65	......	c19.40	c20.20	§23.00	§27.00	......	c29.30	§30.50	§31.00	§32.30	§32.70	§34.00	§34.40	d46.20	d47.70	§43.90	§45.40	§45.90	§47.45	§51.70	c51.75	§53.50	c71.25	c72.10
April 2 (5000 miles)	G.T.	3.20	3.00	3.40	3.75	3.85	4.00	4.30	4.50	4.75	4.85	5.05	5.25	5.35	5.50	5.70	6.35	6.35	6.50	6.60	6.85	7.00	8.40	8.50	8.60	9.20	9.35
	R.T.	3.50	3.75	4.00	4.60	4.75	4.90	5.15	5.40	5.75	5.90	6.05	6.25	6.35	6.50	6.70	7.80	7.80	8.05	8.30	8.50	8.75	9.90	10.00	10.15	10.85	11.05
Amazon Rubber Co.,	N.S.	14.10	14.90	......	19.30	......	22.25	......	......	......	29.70	30.25	32.25	32.75	......	......	......	42.50	43.75	45.75	46.35	48.50	56.95	......	59.90	......	76.50
Akron, O. April 2	B.T.	3.15	3.50	......	4.10	......	4.25	4.50	......	......	5.70	5.90	6.15	6.25	6.40	6.50	......	7.20	7.30	7.45	7.65	7.95	8.55	9.00	9.10	9.25	10.50
American Rubber & Tire Co.,	P.	12.50	13.50	......	17.50	18.50	20.45	22.75	......	......	27.45	28.00	30.00	30.50	32.00	33.25	......	41.00	41.50	42.50	43.40	45.00	52.00	54.50	56.00	......	80.00
Akron, O.	N.S.	13.50	14.25	......	18.25	19.25	21.25	24.40	......	......	28.90	29.40	30.70	31.25	32.75	33.50	......	42.00	42.40	43.50	44.40	46.25	53.75	55.75	57.00	......	81.85
April 2	G.T.	3.00	3.25	......	3.60	3.70	3.85	3.95	......	......	4.65	4.80	5.00	5.15	5.30	5.55	......	6.25	6.30	6.40	6.55	6.70	7.65	7.75	7.90	......	9.50
	R.T.	3.25	3.50	......	4.05	4.15	4.25	4.45	......	......	5.40	5.50	5.70	5.80	5.90	6.05	......	7.00	7.10	7.20	7.35	7.65	8.60	8.85	8.95	......	10.20
Anderson Rubber Works	P.	11.60	12.15	15.50	15.70	16.45	18.95	20.85	......	22.15	23.70	25.25	25.95	27.00	28.00	28.65	......	......	34.15	35.65	37.50	38.52	44.20	45.75	47.20	......	......
(Chas. E. Miller),	N.S.	12.15	12.80	16.35	16.55	17.30	19.95	25.20	......	23.20	24.85	26.50	27.25	28.30	29.35	30.10	......	......	35.90	37.45	39.35	40.45	46.35	47.95	49.60	......	......
Anderson, Ind.	Ex.-ply P.	14.90	16.00	17.95	19.60	20.25	20.95	22.20	......	27.50	29.10	29.75	31.20	32.00	32.80	33.50	......	......	42.10	44.20	45.10	46.90	47.55	48.30	50.50	......	......
	Ex.-ply N.S.	15.80	17.50	18.95	21.00	21.65	22.25	23.60	......	29.50	31.00	31.65	33.30	34.05	35.55	36.30	......	......	44.60	47.40	48.60	49.60	50.15	50.95	53.25	......	......
	Cord P.	22.75	24.30	25.80	32.75	33.90	35.00	37.25	......	42.40	43.95	45.50	46.70	47.95	49.25	50.30	......	......	53.95	55.25	56.60	57.90	67.10	68.65	70.25	......	......
	Cord N.S.	23.75	24.75	26.15	34.50	35.60	36.75	39.00	......	44.70	46.25	47.80	49.05	50.40	51.70	52.85	......	......	56.65	58.00	59.40	60.80	70.40	72.10	73.75	......	......
	G.T.	3.10	3.25	3.45	3.65	3.80	3.85	4.05	......	5.00	5.10	5.30	5.45	5.55	5.70	5.90	......	......	6.95	7.10	7.25	7.40	8.50	8.60	8.75	......	......
	R.T.	3.65	3.75	4.00	4.30	4.45	4.50	4.80	......	6.00	6.05	6.25	6.40	6.50	6.75	6.90	......	......	8.20	8.40	8.50	8.75	10.00	10.20	10.30	......	......
Apex Tire & Rubber Corp.,	P.	c12.65	c12.30	c16.50	16.00	c16.70	19.35	23.90	......	c26.10	c24.00	25.20	26.00	26.95	30.65	28.70	c36.00	d34.00	35.00	36.10	37.55	38.90	44.25	50.15	47.35	c71.10	c64.35
1834 Broadway, N. Y. City	N.S.	c13.30	c13.00	c17.30	16.85	c17.60	20.35	25.15	......	c27.45	c25.50	26.45	27.50	28.25	32.10	30.15	c37.50	d36.50	37.50	38.50	39.75	41.50	46.55	52.65	49.70	c74.65	c67.70
May 1 (3500 miles)	G.T.	3.30	3.10	3.55	3.60	3.90	4.00	4.80	......	4.85	4.70	4.75	4.90	5.10	5.75	5.40	6.40	6.20	6.25	6.50	6.75	6.90	7.90	8.75	8.10	9.25	9.40
	R.T.	3.65	3.50	3.95	4.10	4.30	4.40	5.20	......	5.30	5.00	5.50	5.60	5.75	6.30	6.20	7.00	7.05	7.20	7.35	7.45	7.60	8.70	9.60	8.95	10.15	10.35
Archer Cord Tire &	Ribbed Tread	......	......	......	......	......	d32.00	......		......	......	d41.05	d42.10	d43.20	......	d43.35	......	d47.20	d38.40	d49.55	d50.70	......	d59.85	d61.40	d62.00	......	d75.60
Rubber Co.,	N.S.	......	......	......	......	......	d34.34	......		......	......	d42.80	d43.85	d44.95	......	d47.10	......	d48.95	d50.15	d51.30	d52.45	d53.00	d61.60	d63.15	d64.35	......	d77.35
Minneapolis, Minn.	G.T.	......	3.15	......	3.25	......	3.40	......		......	......	4.60	4.75	4.85	......	5.10	......	6.00	6.05	6.15	6.25	6.35	7.35	7.50	7.65	......	8.50
April 2 (5000 miles)	R.T.	......	4.15	......	4.25	......	4.40	......		......	......	6.00	6.15	6.30	......	6.55	......	7.80	7.85	8.00	8.15	8.20	9.55	9.75	9.95	......	10.80
Armstrong Rubber Co.,	P.	†15.25	†15.70	†17.00	18.45	†19.15	20.50	21.10	......	†25.30	†25.90	26.63	27.25	27.95	28.60	29.25	†36.50	d37.10	37.90	38.60	39.20	40.60	46.00	46.60	48.60	63.25	†64.70
Newark, N.J.	N.S.	†16.85	†17.55	†18.70	20.80	†22.70	23.00	24.60	......	†26.10	†27.10	28.00	29.90	30.40	31.60	31.90	†39.75	d40.80	41.70	43.35	43.85	45.40	51.75	52.30	54.35	75.35	†77.80
	R.T.	3.95	4.18	4.47	4.80	4.95	5.00	5.05	......	5.10	5.25	5.50	5.70	5.85	5.95	6.05	6.80	6.90	7.00	7.15	7.40	7.45	8.35	8.55	8.60	10.45	10.95
	Pure Gum Tubes	4.15	4.40	4.70	5.05	5.20	5.25	5.30	......	5.35	5.50	5.75	6.00	6.15	6.25	6.35	7.15	7.25	7.35	7.50	7.80	7.85	8.80	9.00	9.15	11.00	11.50
Batavia Rubber Co.,	P. & R.	......	c13.05	......	c16.60	......	d22.70	d25.75		......	......	d30.90	*32.45	*33.15	d34.65	q35.20	q41.30	d42.65	*44.00	*46.00	*46.70	q48.75	*57.70	......	*61.10	......	......
Batavia, N.Y.	Security N.S.	13.10	c15.25	......	c19.40	c20.90	d22.70	d25.75		......	c30.25	d30.90	*32.45	*33.15	d34.65	q35.20	q41.30	d42.65	*44.00	*46.00	*46.70	q48.75	*57.70	58.50	*61.10	86.65	90.00
April 2	G.T.	2.95	3.05	......	3.45	3.65	3.80	4.10		......	4.90	5.05	5.25	5.35	5.45	5.55	6.50	6.60	6.65	6.75	6.90	7.10	8.10	8.25	8.40	9.20	9.45
Beacon Tire Co.,	"Rib Skid"	12.30	12.80	......	16.60	......	19.45	......		......	25.45	26.00	27.15	27.85	28.80	29.65	......	......	37.55	39.20	39.90	41.45	44.75	45.50	47.40	......	......
Beacon, N. Y. April 2	R.T.	3.00	3.35	......	4.20	......	4.30	......		......	5.30	5.40	5.55	5.70	5.90	6.10	......	......	7.00	7.15	7.35	7.65	8.70	8.85	8.95	......	......
Bergougnan Tire Corp.,	P.	13.40	15.05	......	19.45	20.60	22.70	25.05	......	31.75	27.85	29.60	31.70	33.50	34.25	36.05	47.75	42.95	45.35	45.90	46.35	47.80	53.55	54.70	56.15	82.25	74.85
49 West 64th St., N.Y. City	N.S.	15.05	16.30	......	22.70	23.70	24.90	26.60	......	35.70	31.45	32.60	35.40	36.70	38.40	39.35	53.90	47.65	48.50	49.60	51.10	53.25	58.70	61.40	62.75	93.70	82.70
May	R.T.	3.35	3.40	......	4.00	4.35	4.40	4.70	......	5.95	5.45	5.65	5.95	6.10	6.25	6.45	7.75	7.30	7.40	7.50	7.80	8.00	8.75	9.00	9.15	10.30	10.10
Besaw Tire & Rubber Co.,	P.	......	19.50	......	24.50	......	27.00	28.00	......	......	......	35.50	36.75	37.75	39.25	40.25	......	......	45.25	47.75	50.00	......	55.00	56.25	57.50	......	......
Hartville, O.	N.S.	......	......	......	28.00	......	30.50	31.75	......	......	39.25	40.25	41.50	43.00	44.00	......	......	......	47.25	49.25	55.00	57.50	62.25	64.75	66.00	......	......
Mar. 22 (4000 miles)	Blackford N.S.	......	c13.85	......	c17.95	c19.00	*20.65	......	......	......	c27.50	d28.10	*29.50	*30.15	......	......	......	......	......	*41.80	......	......	......	......	......	......	......
(4000 miles)	Blackford G.T.	......	3.20	......	3.65	3.75	3.80	......	......	......	5.00	5.10	5.25	5.40	......	......	......	......	......	6.90	......	......	......	......	......	......	......
	R.T.	......	3.50	......	4.45	4.55	4.70	5.00	......	......	5.60	5.85	6.00	6.20	6.40	6.60	......	......	7.75	8.00	8.15	8.35	9.35	9.55	9.75	......	......
Boone Tire &	(4000 miles) P.	......	13.05	......	16.90	17.80	19.40	......	......	......	25.85	26.40	27.70	28.35	......	30.10	......	......	37.60	39.35	39.95	......	43.95	......	46.55	......	......
Rubber Co.,	Rib Tread	......	14.45	......	18.75	19.85	21.00	......	......	......	28.70	29.35	30.80	31.40	......	33.45	......	......	41.80	43.65	44.35	......	52.20	......	55.25	......	......
Sycamore, Ill.	(5000 miles) N.S.	......	17.15	......	22.20	23.80	25.85	......	......	......	34.05	34.75	36.80	37.30	......	39.60	......	......	49.50	51.75	52.55	......	61.80	......	65.45	......	......
May 1	G.T.	......	3.05	......	3.50	3.60	3.65	......	......	......	4.80	4.95	5.10	5.20	......	5.45	......	......	6.50	6.60	6.70	......	7.90	......	8.25	......	......
	R.T.	......	4.00	......	4.55	......	4.70	......	......	......	6.25	6.45	6.60	6.75	......	7.05	......	......	8.45	8.60	8.75	......	10.30	......	10.60	......	......

‡Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x35	5½x38
Bowers Rubber Works	(5000 miles) P.	15.30	16.20	......	21.90	23.20	24.50	26.20	......	......	30.45	32.20	33.85	34.70	35.50	37.25	......	......	43.20	44.90	46.60	......	55.95	57.25	58.50	......	82.60
San Francisco, Calif.	(6000 miles) N.S.	17.00	17.85	......	25.75	27.00	27.90	29.60	......	......	33.90	35.25	36.40	38.10	39.00	39.90	......	......	46.60	48.30	50.00	......	61.10	63.30	65.30	......	94.00
March 31	G.T.	3.30	3.80	......	4.10	4.35	4.60	4.85	......	......	5.95	6.50	6.40	6.50	6.60	6.75	......	......	7.60	7.75	8.00	......	8.70	8.90	9.25	......	11.00
‡Braender Rubber & Tire Co.,	P.	12.70	12.90	16.45	16.70	17.40	19.35	21.85	......	25.15	25.65	26.10	27.40	28.00	29.70	29.00	37.50	36.40	37.60	39.30	39.95	40.55	44.90	50.80	48.50	75.40	79.75
Rutherford, N.J.	N.S.	14.75	14.95	19.10	19.35	20.20	22.45	25.35	......	29.15	29.75	30.30	31.80	32.50	34.45	33.65	43.40	42.20	43.60	45.60	46.35	47.05	52.10	58.90	56.25	87.45	92.50
April 2	G.T.	3.25	3.40	3.60	4.15	4.25	4.50	4.50	......	5.30	5.40	5.65	5.75	5.85	6.10	6.30	7.00	7.10	7.20	7.35	7.55	7.90	8.90	9.05	9.15	10.00	10.25
	R.T.	3.60	3.70	4.00	4.60	4.70	5.00	5.00	......	5.90	6.00	6.20	6.40	6.60	6.80	7.00	7.80	7.90	8.10	8.20	8.40	8.70	9.80	10.00	10.20	11.00	11.20
Brunswick-Balke-Collender Co.,	P.	c11.90	c12.80	......	c16.50	c17.50	19.00	*21.60	......	......	c25.40	*25.90	*27.20	*27.80	*29.15	*29.55	......	*35.75	*36.95	*38.65	*39.20	*40.85	*44.90	*45.40	*47.55	†90.70	†89.20
Chicago, Ill.	N.S.	c13.95	c14.95	......	c19.25	c20.55	22.25	*25.25	......	......	c29.75	*30.30	*31.85	*32.55	*34.00	*34.55	......	*41.90	*43.20	*45.20	*45.85	*47.85	*56.45	*57.35	*60.00	†92.70	†101.00
April 2	R.T.	3.15	3.35	......	3.85	4.00	4.05	4.20	......	......	5.20	5.30	5.55	5.75	5.90	6.05	......	6.80	7.05	7.20	7.35	7.55	8.50	8.65	8.80	9.20	9.40
Bucyrus Rubber Co.,	P.	11.05	11.85	......	15.35	16.20	17.65	20.00	......	......	23.50	24.00	25.20	25.75	26.90	27.35	......	......	34.20	35.75	36.30	37.85	39.95	......	42.30	......	58.25
Bucyrus, O.	N.S.	12.90	13.85	......	17.95	19.00	20.65	23.40	......	......	27.55	28.00	29.50	30.15	31.50	32.10	......	......	40.10	41.80	42.50	44.30	49.95	50.65	52.90	......	72.80
January 1	G.R.T.	2.90	3.00	......	3.45	3.50	3.55	3.80	......	......	4.75	4.85	5.00	5.10	5.20	5.35	......	......	6.30	6.50	6.65	6.75	7.70	7.90	7.95	......	8.85
Butler Bros.,	Defiance P.	11.80	11.95	......	15.85	16.10	19.35	......	......	......	24.50	25.20	25.95	26.50	......	28.25	......	......	35.50	37.75	38.20	39.30	......	......	45.15	......	......
Chicago, Ill.	Defiance N.S.	13.05	13.25	......	17.45	18.00	20.75	......	......	......	26.40	29.25	28.65	29.85	......	30.65	......	......	38.40	41.55	42.95	44.05	......	......	49.50	......	......
April 2	Arabian Fluted	......	13.80	......	17.70	......	21.60	......	......	......	27.45	28.15	28.95	29.15	......	32.70	......	......	38.35	41.25	42.75	43.30	......	......	28.00	......	......
	Arabian N.S.	......	14.45	......	18.65	......	22.60	......	......	......	28.85	29.55	30.40	30.60	......	34.35	......	......	40.26	43.31	44.85	45.45	......	......	50.40	......	......
	Defiance R.T.	3.00	3.10	......	3.75	3.85	3.95	4.40	......	4.45	4.90	5.00	5.15	5.25	5.35	5.50	......	......	6.40	6.50	6.65	6.80	......	7.70	7.90	......	......
	Defiance G.T.	2.55	2.75	......	3.10	3.20	3.45	3.55	......	4.00	4.25	4.35	4.45	4.55	4.65	4.85	......	......	5.65	5.85	6.05	6.25	......	6.80	6.95	......	......
	Defiance Double Wall T.	2.95	3.50	......	3.90	4.10	4.25	4.40	......	......	5.40	5.65	5.80	5.95	6.20	6.40	......	......	7.40	7.60	7.80	8.00	......	8.75	8.95	......	......
Century Rubber Works	P. & N.S.	......	c12.55	......	c17.10	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Chicago, Ill.	G.T.	2.85	3.00	......	3.75	3.85	4.00	4.30	......	......	4.85	5.00	5.15	5.25	5.45	5.65	......	......	6.45	6.60	6.85	7.10	8.00	8.15	8.30	......	......
April 2 (3500 miles)	R.T.	3.65	3.75	......	4.65	4.80	4.90	5.35	......	......	6.00	6.05	6.15	6.25	6.55	6.65	......	......	8.10	8.25	8.40	8.50	9.65	9.90	10.10	......	......
Columbia Tire & Rubber Co.,	P.	12.40	13.05	15.30	16.60	17.80	19.40	24.70	......	27.05	25.85	26.40	27.70	28.35	32.90	30.10	......	......	37.60	39.35	39.95	41.65	46.15	51.15	48.90	......	......
Columbiana, O.	N.S.	14.20	15.25	16.30	19.40	20.90	22.70	25.85	......	29.70	30.25	30.90	32.45	33.15	37.50	35.20	......	......	44.00	46.00	46.70	48.75	50.75	58.50	53.50	......	......
April 15 (4000 miles)	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55	......	4.95	4.75	4.85	5.00	5.15	5.70	5.50	......	......	6.25	6.45	6.65	6.85	7.80	8.60	8.10	......	......
	R.T.	3.30	3.35	3.80	4.20	[illegible]	4.30	5.05	......	5.50	5.30	5.40	5.55	5.70	6.45	6.10	......	......	7.00	7.15	7.35	7.65	8.70	9.50	8.95	......	......
Combination Rubber Mfg. Co.,	P.	c12.75	c13.70	......	c17.85	c18.85	20.55	§23.25	......	......	c27.35	27.85	29.20	29.85	31.30	31.80	39.20	......	39.75	41.50	42.20	43.90	†46.40	47.15	49.10	q69.35	q70.20
Bloomfield, N.J.	Hold On N.S.	c15.05	c16.05	......	c20.55	c21.55	23.70	§26.85	......	......	c31.35	32.00	33.65	34.26	35.90	36.25	44.15	......	46.75	48.85	49.60	51.60	†57.25	58.10	60.60	q81.50	q84.30
May 1	G.T.	3.00	3.15	......	3.75	3.80	3.90	4.15	......	......	5.00	5.25	5.35	5.50	5.65	5.90	6.55	......	6.75	6.95	7.15	7.25	8.15	8.40	8.55	8.85	9.10
	R.T.	3.30	3.45	......	4.15	4.20	4.35	4.65	......	......	5.50	5.85	5.95	6.10	6.20	6.50	7.20	......	7.50	7.75	8.00	8.10	9.15	9.30	9.45	9.80	10.05
Community Rubber Co.,	P.	12.30	12.10	16.00	15.70	16.35	18.35	21.20	22.55	25.25	23.80	24.25	25.70	26.25	29.65	27.70	......	......	35.00	36.60	37.55	38.70	......	47.30	44.70	......	......
Morrisville, Pa., "Delaware"	N.S.	12.90	12.65	16.75	16.45	17.20	19.25	22.25	23.60	26.45	24.95	25.50	26.90	27.60	31.15	29.05	......	......	36.80	38.40	39.50	40.60	......	49.60	46.95	......	......
June 1	G.T.	3.05	3.00	3.30	3.65	3.70	3.75	4.40	4.65	4.80	4.60	4.70	4.90	5.05	5.60	5.35	......	......	6.05	6.25	6.50	6.70	......	8.35	7.95	......	......
Compression In.TubeCo.,Louisville,Ky.		13.90	15.25	......	16.25	16.75	17.25	17.75	......	......	20.50	21.00	21.50	22.00	......	23.00	......	24.00	25.00	25.75	26.50	27.25	29.00	29.50	30.00	......	......
January 1																											
Continental Rubber Works,	N.S.	......	c14.25	......	c18.50	......	*21.60	......	......	......	c28.25	d28.90	*30.25	*30.95	......	......	......	......	......	*43.00	*44.35	*44.10	......	......	*52.75	......	......
Erie, Pa., "Vitalic"	De Luxe G.T.	3.15	3.26	3.47	3.78	3.89	3.99	4.20	4.36	4.99	5.09	5.25	5.41	5.51	5.67	5.78	7.62	6.72	6.83	6.93	7.09	7.25	8.09	8.19	8.35	9.08	9.29
April 7	De Luxe R.T.	3.52	3.62	3.78	4.36	4.46	4.57	4.83	4.99	5.51	5.62	5.83	5.99	6.09	8.20	6.30	7.40	7.51	7.61	7.72	7.88	8.03	9.24	9.35	9.56	11.13	11.39
(3500 miles)	Black T.	3.94	4.04	4.25	4.94	5.09	5.20	5.57	5.78	6.20	6.41	6.51	6.62	6.72	6.98	7.09	8.30	8.40	8.51	8.66	8.82	8.93	10.13	10.34	10.66	11.66	11.87
Converse Rubber Shoe Co.,	P.	......	†18.35	......	†23.65	......	27.50	......	......	......	31.80	33.00	34.20	35.40	36.45	37.65	......	......	43.50	44.90	46.10	47.35	53.35	55.10	56.50	......	......
Malden, Mass.	N.S.	......	......	......	†25.00	......	32.80	......	......	......	39.15	40.35	41.75	43.25	44.35	45.60	......	......	50.60	53.25	57.25	58.90	65.45	68.05	70.30	......	......
April 10	G.T.	......	3.30	3.75	4.00	4.10	4.20	4.60	......	......	5.30	5.45	5.70	5.90	6.00	6.25	......	......	7.00	7.40	7.75	7.80	8.80	8.85	9.00	9.35	9.75
(6000 miles)	R.T.	......	3.75	4.05	4.45	4.65	4.70	4.95	......	......	5.85	6.00	6.30	6.55	6.70	6.90	......	......	8.00	8.15	8.50	8.70	9.80	10.00	10.15	10.40	10.80
Cortland Tire & Rubber Co.,	"C.C." P.	......	†10.80	......	†13.95	......	16.85	†19.50	......	......	†20.60	21.95	22.55	23.45	†24.20	†24.90	†28.10	†29.20	29.70	31.00	32.60	†33.50	38.40	†40.50	41.05	†53.60	†55.65
Belleville, N.J.	"C.C." N.S.	......	†11.35	......	†14.70	......	17.70	†20.90	......	......	†21.60	23.05	23.70	24.60	†25.20	†26.15	†29.60	†30.65	31.20	32.55	34.20	†35.15	40.30	†42.40	43.10	†56.65	†58.40
	Reg. P.	......	†16.40	......	†20.20	......	22.60	†25.00	......	......	†28.40	29.80	30.80	32.00	†33.00	†34.00	†40.50	†41.50	43.00	44.50	46.00	†47.50	53.50	†55.50	57.00	†74.00	†76.00
	"Gripper" N.S.	......	†18.70	......	†23.90	......	26.10	†28.50	......	......	†33.00	35.80	37.20	37.50	†39.40	†40.25	†44.40	†45.00	46.80	48.75	52.50	†53.50	59.00	†61.00	63.50	†82.50	†85.00
Cupples Co.,	N.S.	......	c14.50	......	c20.00	......	d24.25	......	......	......	c32.35	d32.95	*34.80	q35.45	......	......	......	d47.60	d48.10	d50.00	q50.55	......	*59.60	......	q62.60	......	......
St. Louis, Mo. April 16	Rhinos T.	......	8.50	......	10.20	......	11.75	......	......	......	14.50	15.00	16.00	17.00	......	......	......	18.00	18.50	20.00	21.00	......	24.00	......	25.00	......	......
Dayton Rubber Mfg.	(5000 miles) P.	c19.55	c18.70	......	c22.80	c25.25	26.80	......	......	†40.35	c31.35	d32.55	33.75	34.90	†35.95	37.10	†50.45	......	43.05	44.30	45.65	46.70	†52.95	†54.45	55.80	......	†83.70
Co.,	(6000 miles) N.S.	c23.75	c22.35	......	c27.80	c28.90	32.05	......	......	......	c38.70	d40.00	41.15	42.00	†44.05	46.50	......	......	49.95	52.95	57.50	58.70	†65.45	†67.95	69.55	†86.55	†100.75
Dayton O. April 10	R.T.	3.45	3.55	......	4.55	4.70	4.90	......	......	5.65	5.80	5.90	6.10	6.30	6.40	6.55	7.40	......	7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65
Delion Tire & Rubber Co.,	6000 P.	13.65	15.35	17.65	19.75	20.95	23.05	25.45	30.15	32.30	28.30	30.15	32.25	34.05	34.85	36.70	48.55	43.65	46.15	46.70	47.20	48.60	54.45	55.65	57.15	83.65	76.20
Trenton, N.J.	miles N.S.	15.35	16.60	19.10	23.05	24.10	25.35	27.05	35.70	36.35	32.00	33.50	36.05	37.25	39.00	40.05	54.85	48.50	49.35	50.50	52.05	54.20	59.70	61.45	63.85	95.30	84.25
(7500 miles)	Delion Cord	......	......	......	32.75	......	35.00	37.25	......	......	43.00	44.50	45.70	46.90	......	......	50.15	51.40	52.75	54.05	55.35	......	65.65	......	68.75	......	83.35
April 15	A1 R.T.	3.40	3.50	3.90	4.15	4.45	4.55	4.85	5.10	6.10	5.60	5.80	6.10	6.25	6.40	6.60	7.95	7.50	7.60	7.75	8.00	8.20	9.00	9.25	9.45	10.55	10.50
Diamond Rubber Co.,	P.	12.5[illegible]	12.20	16.30	15.85	16.70	18.55	21.65	23.00	25.75	24.30	24.75	25.95	26.50	30.25	28.25	37.00	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	67.75	61.20
Akron, O.	Squeegee N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	24.10	27.00	25.45	26.00	27.15	27.85	31.80	29.65	38.90	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	71.10	64.25
(see also Goodrich & Co. B.F.)	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	9.25	9.45
April 2	R.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.05	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	10.30	10.50
Double Fabric Tire Co.,	Xtra-Pli.	c14.85	c15.85	......	c20.60	c22.15	*23.70	......	......	......	c29.90	d32.25	*33.90	*34.60	......	*36.85	......	......	*43.75	*45.35	*46.80	*49.05	*57.45	......	*60.75	......	......
Auburn, Ind.	Duo Cord	c15.95	c16.95	......	23.25	24.50	*25.60	......	......	......	c31.95	d35.70	*37.35	*38.35	......	*40.35	......	......	*47.70	*48.75	*50.25	*51.65	*60.75	......	*63.85	......	......
April 25	Anti-Pinch T.	3.50	3.65	......	4.20	4.25	4.30	4.60	4.95	......	5.80	5.90	6.10	6.20	6.40	6.55	......	......	7.75	7.90	8.10	8.25	9.45	9.60	9.80	10.45	......
(4000 miles)	Brazil G.T.	3.15	3.35	......	3.80	3.85	4.05	4.15	4.35	......	5.15	5.35	5.45	5.55	5.80	5.90	......	......	7.05	7.15	7.25	7.35	8.55	8.65	8.85	9.35	......
Dreadnought Tire & Rubber Co.,	P.	......	13.85	......	17.95	c19.10	20.55	26.10	......	......	c27.45	*28.50	*29.60	*29.95	31.45	†32.90	......	38.75	*39.85	*41.65	*42.30	*44.50	*46.60	47.25	*49.35	65.85	68.00
Baltimore, Md.	N.S.	......	16.35	......	20.50	c21.60	23.75	29.60	......	......	c31.55	*32.10	*33.75	*34.45	35.95	†36.35	......	44.15	*44.75	*46.75	*47.50	*49.70	*54.60	55.70	*57.75	74.25	76.00
April 10 (5000 miles)	R.T.	......	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	10.45	10.80
Dry Climate Tire & Rubber Co.,	P.	13.80	11.85	......	15.85	18.75	21.10	22.90	24.60	26.40	24.60	25.50	26.50	27.40	28.20	29.10	35.20	32.60	33.65	34.75	35.70	36.70	41.50	42.60	43.70	57.00	58.20
Arvada, Colo.	N.S.	15.00	15.00	......	17.95	22.00	28.10	25.05	......	......	27.90	28.90	29.70	30.80	31.50	32.45	......	34.80	36.00	37.10	40.20	41.10	45.75	46.80	50.00	62.50	64.50
	G.T.	2.75	2.85	3.00	3.65	3.80	3.95	4.45	4.50	4.55	4.65	4.75	4.90	5.05	5.15	5.25	5.95	6.15	6.35	6.45	6.65	6.90	7.55	7.75	8.00	9.15	9.35
	R.T.	3.05	3.15	3.40	4.05	4.20	4.50	4.70	4.95	5.05	5.15	5.25	5.45	5.65	5.75	5.85	6.60	6.80	7.05	7.20	7.45	7.70	8.45	8.65	8.90	10.20	10.40

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Dunlop Tire Sales Co.,	Cross Groove	.....	22.95	.....	28.55	30.20	32.15	34.60	36.50	.....	38.55	42.10	44.30	46.40	48.60	51.30	52.35	53.35	54.35	57.70	58.30	60.40	64.35	67.05	69.70	78.50	.....
New York	Traction N.S.	.....	25.00	.....	33.80	35.55	36.75	39.40	42.50	.....	46.25	50.10	53.05	55.50	57.70	59.55	60.15	62.25	64.35	66.45	68.65	70.75	79.50	83.00	84.40	92.35	97.90
May 1	Tubes	4.80	4.85	.....	6.15	6.25	6.40	7.20	7.50	.....	7.70	8.00	8.25	8.55	9.05	9.05	10.45	10.45	10.70	10.95	11.20	11.50	12.90	13.35	13.35	14.75	15.15
Duplex Tire Co., Inc.,	P.	13.65	14.55	15.60	18.95	19.55	19.55	21.95	.....	29.70	30.90	30.90	31.95	34.20	35.25	36.35	42.00	44.05	45.45	46.95	48.40	49.75	56.90	58.50	60.15	70.35	72.15
106 W. 52nd St., N. Y.	N.S.	19.45	21.00	22.75	27.85	28.85	29.40	30.35	.....	38.40	39.55	41.25	42.70	44.05	46.70	46.15	52.95	53.05	54.70	56.45	58.05	59.75	67.20	68.50	69.60	89.25	92.50
Feb. 15 (5000 miles)	R.T.	3.60	3.85	4.10	5.15	5.30	5.45	5.75	.....	7.25	7.60	7.75	8.05	8.20	8.50	8.70	9.65	9.80	10.05	10.35	10.60	11.00	12.25	12.50	12.95	14.55	14.90
East Palestine Rubber Co.,	P.	c17.30	c17.70	.....	†21.50	c23.85	25.30	*27.50	.....	.....	§29.55	*30.40	*31.50	*32.60	*33.85	*34.95	.....	*39.20	*40.50	*41.75	*44.05	*45.25	*51.10	*53.55	*53.85	*73.95	q80.20
Pittsburgh, Pa., "Nabob"	N.S.	.....	c21.15	.....	†26.45	c27.30	30.20	*32.80	.....	.....	§36.50	*37.70	*38.80	*40.20	*41.50	*43.80	.....	*45.45	*47.10	*49.90	*54.20	*55.30	*61.60	*64.00	*65.50	*81.50	q94.80
	R.T.	3.25	3.35	.....	4.30	4.45	4.60	4.95	.....	.....	5.45	5.55	5.75	5.95	6.05	6.20	.....	7.25	7.45	7.60	7.85	8.10	8.90	9.15	9.45	10.80	11.05
Ehman Tire & Rubber Co.,	P.	12.55	12.20	.....	15.85	16.70	18.55	21.65	.....	.....	24.30	24.75	25.95	26.50	30.25	28.25	.....	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	.....	.....
Chicago, Ill.	N.S.	13.15	12.80	.....	16.60	17.55	19.45	22.70	.....	.....	25.45	26.00	27.15	27.85	31.80	29.65	.....	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	.....	.....
April 2 (3500 miles)	G.T.	3.10	3.05	.....	3.75	3.80	3.85	4.55	.....	.....	4.75	4.85	5.00	5.15	5.80	5.50	.....	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	.....	.....
	R.T.	3.30	3.40	.....	4.25	4.35	4.45	4.85	.....	.....	5.45	5.50	5.60	5.70	5.95	6.05	.....	7.30	7.35	7.50	7.65	7.75	8.80	9.00	9.20	.....	.....
Empire Rubber & Tire Co.,	Grey P.	c12.05	c13.80	.....	17.40	c18.25	20.15	22.45	23.55	.....	26.95	27.35	28.60	29.10	30.30	30.50	.....	39.50	39.80	41.40	41.90	43.45	48.80	50.05	51.95	.....	.....
Trenton, N.J.	Grey N.S.	c14.55	c15.40	.....	19.50	c20.35	22.55	25.10	26.35	.....	30.10	30.65	32.00	32.55	33.90	34.15	44.30	44.20	44.55	46.40	46.95	48.60	55.40	56.00	58.20	.....	.....
April 2	Grey Tubes	3.00	3.15	3.30	3.60	3.70	3.75	3.90	4.10	4.80	4.90	5.05	5.15	5.30	5.45	5.60	6.45	6.60	6.65	6.75	6.85	7.05	8.10	8.20	8.40	9.00	9.15
	Red P.	c16.30	c17.30	.....	22.65	c23.75	25.95	29.50	31.00	.....	34.55	35.20	37.00	37.85	39.00	40.20	.....	51.35	50.50	52.70	54.65	55.75	58.85	59.75	62.35	.....	.....
	Red N.S.	c17.05	c18.20	.....	23.75	c25.00	27.35	31.00	32.70	.....	36.35	37.10	38.95	39.75	41.70	42.35	52.90	54.05	53.15	55.45	57.60	58.70	62.00	62.90	65.65	.....	.....
	Red Tubes	3.45	3.65	3.85	4.05	4.20	4.20	4.65	5.15	5.35	5.55	5.65	5.90	6.05	6.20	6.40	7.65	7.80	7.90	8.15	8.35	8.50	9.50	10.00	10.10	10.95	11.10
	Peerless Tubes	4.75	4.95	5.30	6.65	6.85	7.10	7.50	7.85	8.15	8.50	8.70	8.95	9.20	9.45	9.75	11.45	11.65	11.95	12.15	12.55	12.90	13.75	14.10	14.65	17.20	17.65
Endurance Tire &	Ball Bearing N.S.	.....	c16.75	.....	c21.75	.....	d25.00	.....	.....	.....	†33.00	d34.00	*36.25	*38.00	.....	.....	.....	.....	d47.25	d49.50	*50.50	.....	.....	.....	*59.50	.....	.....
Rubber Co.,	G.T.	3.45	3.60	3.85	4.05	4.20	4.25	4.60	4.80	5.50	5.50	5.60	5.70	5.95	6.15	6.15	7.30	7.30	7.35	7.55	7.70	7.85	9.10	9.30	9.30	10.50	10.65
New Brunswick, N.J.	R.T.	3.85	3.90	4.35	4.90	5.00	5.10	5.75	6.00	6.15	6.15	6.40	6.60	6.80	6.25	8.35	8.35	8.55	8.55	8.75	8.95	9.20	10.30	10.65	10.65	11.75	12.10
April 6 5000 miles	Durable G.T	3.10	3.20	3.45	3.65	3.75	3.85	4.15	4.30	4.90	4.90	5.10	5.20	5.35	5.55	5.55	6.60	6.60	6.65	6.75	6.90	7.10	8.10	8.40	8.40	9.40	9.55
	Durable R.T.	3.45	3.60	3.85	4.05	4.20	4.25	4.60	4.80	5.50	5.50	5.60	5.70	5.95	6.15	6.15	7.30	7.30	7.35	7.55	7.70	7.85	9.10	9.30	9.30	10.50	10.65
Essex Rubber Co.,	G.B.	2.60	2.75	.....	3.40	3.50	3.65	3.90	.....	.....	4.40	4.55	4.70	4.80	4.95	5.15	.....	.....	5.85	6.00	6.25	6.45	7.30	7.40	7.55	.....	.....
Trenton, N.J. April 2	R.T.	3.30	3.40	.....	4.25	4.35	4.45	4.85	.....	.....	5.45	5.50	5.60	5.70	5.95	6.05	.....	.....	7.35	7.50	7.65	7.75	8.80	9.00	9.20	.....	.....
Eureka Tire Co., Inc.,	P.	12.55	12.20	.....	15.85	16.70	18.55	21.65	.....	25.75	24.30	24.75	25.95	26.50	30.25	28.25	.....	.....	35.70	37.35	37.95	39.50	42.65	48.25	45.15	.....	61.20
Trenton, N.J.	N.S.	13.15	12.80	.....	16.60	17.55	19.50	22.70	.....	27.00	25.45	26.00	27.20	27.85	31.80	29.65	.....	.....	3.755	39.20	39.90	41.45	44.80	50.65	47.40	.....	64.25
April 15	G.T.	2.90	3.00	.....	3.40	3.50	3.60	3.80	.....	4.60	4.70	4.85	4.95	5.10	5.20	5.40	.....	.....	6.35	6.50	6.60	6.70	7.80	7.90	8.00	.....	8.70
	R.T.	3.20	3.30	.....	3.80	3.90	4.00	4.20	.....	5.10	5.20	5.35	5.50	5.70	5.80	5.95	.....	.....	7.05	7.20	7.35	7.50	8.55	8.75	8.85	.....	9.65
Falls Rubber Co.,	P.	18.50	19.30	.....	25.20	26.25	26.95	29.25	.....	33.50	34.75	36.20	37.50	38.75	39.85	41.15	46.10	47.45	49.00	50.50	51.70	53.40	61.95	63.65	67.35	.....	.....
Cuyahoga	Ribbed & Neverslip N.S.	21.90	23.00	.....	29.90	31.30	32.10	35.00	.....	41.30	42.85	44.50	45.75	47.25	48.45	49.95	53.60	56.05	57.00	58.10	60.65	62.00	72.45	73.90	75.60	90.70	91.75
Falls, O. Ap. 2, 5000 m.	Pure Gum R.T.	4.35	4.55	.....	6.20	6.40	6.55	6.85	.....	7.90	8.15	8.35	8.60	8.80	9.00	9.25	10.25	10.50	10.80	11.05	11.35	11.60	12.70	13.00	13.25	14.90	15.55
Faure, A., April 2	"Never-Skid" N.S.	.....	†20.30	.....	†26.35	.....	.....	.....	.....	.....	.....	†42.45	43.10	44.10	.....	†47.75	†59.00	d57.50	†59.50	62.10	63.50	.....	†70.65	†80.30	75.05	.....	101.70
153 W. 56th St., N. Y. City	R.T.	.....	4.80	.....	5.95	.....	.....	.....	.....	.....	.....	7.95	8.15	8.40	.....	9.00	10.55	10.05	10.25	10.45	10.80	.....	13.20	13.90	13.20	.....	15.40
Federal Rubber Co.,	P.	c13.00	c12.65	.....	c16.40	c17.35	19.20	*22.45	.....	.....	c25.15	*25.65	*26.90	*27.45	*31.30	*29.25	.....	d35.80	*36.95	*38.65	*39.25	*40.85	*44.10	q49.95	*46.75	.....	.....
Cudahy, Wis.	Traffic	c13.60	c13.25	.....	c17.20	c18.15	20.15	*23.50	.....	.....	c26.35	*26.95	*28.10	*28.80	*32.90	*30.70	.....	d37.55	*38.90	*40.60	*41.25	*42.90	*46.30	q52.45	*49.05	.....	.....
April 5	Ruggid	c15.30	c14.90	.....	c19.35	.....	22.65	*26.40	.....	.....	c29.65	d30.30	*31.60	*32.45	d37.00	*34.55	.....	d42.25	*43.75	*45.65	*46.40	*48.30	*52.10	q58.95	*55.30	.....	.....
	G.T.	3.10	3.05	.....	3.75	3.80	3.95	4.70	.....	.....	4.85	5.05	5.05	5.30	5.65	5.65	.....	6.35	6.55	6.55	6.80	7.05	8.00	8.30	8.30	.....	.....
	"Red Skin" T.	3.70	3.45	.....	4.35	4.70	4.55	5.45	.....	.....	5.55	5.80	5.80	6.10	6.55	6.55	.....	7.25	7.50	7.50	7.85	8.10	9.20	9.50	9.50	.....	.....
Fellsen Tires, Inc.,	P.	16.40	18.20	.....	23.70	26.20	26.95	29.30	.....	30.00	32.10	32.90	34.05	35.65	36.05	36.85	42.61	43.70	44.80	46.60	4.765	48.70	55.40	57.35	59.40	73.95	75.45
New York City	N.S.	19.50	22.50	.....	28.00	29.00	32.00	34.75	.....	.....	38.75	40.00	41.00	42.50	44.15	46.00	49.00	49.95	50.10	53.00	57.65	58.75	66.50	68.10	69.70	86.70	96.00
June 1 (6000 miles)	Tubes	3.50	3.65	.....	4.50	4.60	4.75	5.00	.....	.....	5.80	6.05	6.35	6.70	7.00	7.15	7.95	8.05	8.20	8.25	8.50	8.60	9.10	10.05	10.15	11.05	11.50
Firestone Tire & Rubber Co.,	P.	12.25	12.75	16.60	16.25	17.75	19.20	21.65	27.25	29.00	25.30	25.75	27.25	27.70	28.75	29.25	42.70	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	75.65	81.15
Akron, O.	N.S.	13.75	14.25	18.85	18.15	19.40	21.45	24.50	31.10	34.10	28.65	29.15	30.80	31.35	33.00	33.55	48.40	42.15	42.50	44.20	44.70	46.40	54.50	55.50	57.35	86.65	92.15
April 2	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	6.60	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	9.20	9.45
	R.T.	3.30	3.40	3.85	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	7.70	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	10.45	10.80
Fisk Rubber Co.,	P.	c12.55	c12.20	c16.30	15.85	c16.70	18.55	21.65	†23.75	†29.35	†24.30	24.75	25.95	26.50	30.25	28.25	.....	d34.60	35.70	37.35	37.95	*39.50	*42.65	48.25	45.15	q67.75	.....
Chicopee Falls, Mass.	N.S.	c13.15	c12.80	.....	16.60	c17.55	19.45	22.70	.....	30.85	†25.45	26.00	27.15	27.85	31.80	29.65	d38.90	d36.30	37.55	39.20	39.90	*41.45	*44.75	50.65	47.40	q71.10	.....
	Red Top N.S.	.....	c16.65	.....	20.80	21.95	24.30	.....	.....	.....	†30.60	31.25	32.60	33.40	.....	35.60	d46.65	d43.55	45.10	47.10	47.85	*49.80	*53.75	60.80	56.85	.....	q77.10
April 2	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.75	4.75	4.95	4.95	5.15	5.50	5.50	6.15	6.15	6.40	6.40	6.65	6.90	7.80	8.10	8.10	9.25	9.45
	R.T.	.....	3.45	.....	4.30	.....	4.40	5.20	.....	5.45	5.45	5.70	5.70	5.95	6.35	6.35	7.10	7.10	7.30	7.30	7.65	7.90	8.95	9.30	9.30	.....	10.90
General Tire & Rubber Co.,	P.	c14.75	c15.35	.....	c19.15	22.20	23.80	*27.05	.....	.....	c31.10	*31.55	*33.45	*34.05	*35.30	*35.80	.....	*42.50	*43.90	*46.00	*46.55	*48.60	*57.65	q58.80	*59.60	.....	.....
Akron, O.	N.S.	c16.70	c17.75	.....	c22.50	c24.25	26.75	*30.60	.....	.....	c35.15	*35.80	*37.85	*38.55	*40.55	*41.20	.....	*49.70	*51.10	*53.75	*54.55	*56.85	*64.75	q66.15	*67.05	.....	.....
March 31 (5000 miles)	G.T.	3.05	3.10	3.55	3.70	3.90	4.05	4.30	.....	.....	5.00	5.25	5.45	5.60	5.80	5.90	.....	6.90	7.00	7.20	7.55	7.70	8.30	8.50	8.75	.....	10.20
	R.T.	3.85	4.00	4.60	4.85	4.90	5.10	5.40	.....	.....	6.40	6.60	6.90	7.00	7.35	7.50	.....	8.35	8.50	8.70	9.00	9.20	10.25	10.30	10.55	.....	12.55
Giant Tire Co.,	N.S.	.....	c7.60	.....	c9.55	.....	*10.95	.....	.....	.....	.....	.....	*13.70	*14.10	.....	*14.85	.....	.....	*17.45	*18.10	*19.20	.....	.....	.....	*23.35	.....	.....
Akron, O.	G.T.	.....	1.95	.....	2.20	.....	2.35	.....	.....	.....	.....	.....	3.25	3.35	.....	3.50	.....	.....	4.15	4.25	4.35	.....	.....	.....	5.20	.....	.....
Gillette Rubber Co.,	P.	13.55	12.60	.....	16.30	.....	19.20	21.70	.....	.....	25.65	26.10	27.30	27.75	30.55	29.30	.....	.....	37.65	39.35	39.95	.....	46.10	51.15	47.60	.....	.....
Eau Claire, Wis.,	N.S.	.....	14.20	.....	19.40	.....	21.90	24.50	.....	.....	28.65	29.15	30.80	31.35	33.00	33.55	.....	.....	42.55	44.25	44.75	.....	52.58	52.60	55.50	.....	.....
"Gillette Safety"	G.T.	2.75	3.00	.....	3.75	.....	4.00	4.30	.....	.....	4.85	5.00	5.15	5.25	5.45	5.65	.....	.....	6.45	6.60	6.85	.....	8.00	8.15	8.30	.....	.....
April 1	R.T.	.....	3.70	.....	4.65	.....	4.90	5.35	.....	.....	6.00	6.05	6.15	6.30	6.55	6.55	.....	.....	8.10	8.25	8.40	.....	9.65	9.90	10.00	.....	.....
Globe Rubber Tire	(5000 miles) P	18.50	†18.20	†22.95	23.70	†26.20	26.95	29.30	.....	†33.85	†32.10	32.45	34.05	35.65	35.65	36.85	†45.85	d42.40	43.95	45.30	46.60	47.90	53.75	55.55	56.85	†73.95	†75.45
Mfg.Co.,	Good Grip (6000 miles) N.S.	†20.80	†20.70	†25.45	26.20	†28.60	30.20	33.75	.....	†37.30	†35.45	36.05	37.65	38.35	39.90	40.25	†50.00	d47.25	49.35	52.25	55.40	57.30	61.85	63.15	07.55	†84.35	†90.45
Trenton, N.J.	R.T.	3.25	3.40	3.65	3.95	4.15	4.20	4.40	.....	5.45	5.55	5.70	5.90	6.05	6.15	6.35	7.20	7.30	7.45	7.55	7.75	7.90	8.85	9.10	9.20	10.25	10.40
April 2	G.T.	2.85	3.05	3.25	3.60	3.65	3.70	3.90	.....	4.80	4.95	5.05	5.25	5.35	5.50	5.60	6.40	6.50	6.60	6.70	6.90	7.00	7.90	8.05	8.20	9.10	9.30
Goodrich Co., B. F.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	23.00	25.75	24.30	24.75	25.95	26.50	30.25	28.25	37.00	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	67.75	61.20
Akron, O.	N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	24.10	27.00	25.45	26.00	27.15	27.85	31.80	29.65	38.90	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	71.10	64.25
April 2	R.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	9.25	9.45
	B.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.50	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	10.30	10.50
	Straightside Silvertown Ribbed Tread	.....	.....	.....	.....	.....	34.20	.....	.....	.....	.....	43.50	44.65	45.85	.....	.....	49.00	50.25	51.60	52.85	54.10	.....	64.20	.....	67.20	.....	81.50
	Q. D. Silvertown Ribbed Tread	.....	.....	.....	.....	.....	35.75	.....	.....	.....	.....	45.50	46.70	47.95	.....	50.30	51.25	52.55	53.95	55.25	56.90	57.90	67.10	68.65	70.25	.....	85.20
	Straightside Silvertown Safety Tread	.....	.....	.....	.....	.....	35.90	.....	.....	.....	.....	45.70	46.90	48.20	.....	.....	51.50	52.80	54.20	55.50	56.80	.....	67.40	.....	70.55	.....	85.60
	Q. D. Silvertown Safety Tread	.....	.....	.....	.....	.....	37.55	.....	.....	.....	.....	47.80	49.05	50.35	.....	.....	53.85	55.20	56.65	.....	59.30	.....	70.45	.....	73.75	.....	89.45

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35												
Goodyear Tire & Rubber Co.,	P.	c12.10	c13.05	c16.60	§16.60	c17.80	19.40	*22.00	......	......	§25.85	26.40	27.70	28.35	*29.65	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Akron, O.	All Weather N.S.	c14.20	c15.25	c19.40	§19.40	c20.90	22.70	*25.75	......	......	§30.25	30.90	32.45	33.15	*34.65	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
April 2	Regular Tubes	2.95	3.05	3.25	3.45	3.65	3.80	4.10	......	......	4.90	5.05	5.25	5.35	5.45	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Heavy Tourist Tubes	......	3.95	......	4.50	......	4.95	5.35	......	......	6.40	6.60	6.75	6.95	......	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Cord Ribbed	......	......	......	d32.00	......	d34.20	d36.40	......	......	d42.00	d43.50	d44.65	d45.85	......	......	d49.00	d50.25	51.60	d52.85	54.10	......	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Cord N.S.	......	......	......	d36.05	......	d38.50	d41.00	......	......	d47.30	d48.95	d50.25	d51.60	......	......	d55.15	d56.55	*58.05	d59.45	*60.90	......	*72.20	......	*75.65	......	*91.70
Gordon Tire & Rubber Co.,	P.	......	c14.35	......	c18.35	......	d21.55	......	......	......	c28.45	c29.05	d30.45	d31.20	......	......	......	......	......	d43.60	d43.95	......	50.75	......	c53.80	......	......
Canton, O.	N.S.	c14.20	c15.25	......	c19.40	c20.90	22.70	q25.75	......	......	c30.25	30.90	32.45	33.15	*34.65	35.20	......	d42.65	*44.00	46.00	46.70	*48.75	*57.70	q58.50	61.10	......	......
April 2 (5000 miles)	G.T.	3.40	3.55	......	4.05	4.30	4.45	4.80	......	......	5.75	5.95	6.10	6.25	6.35	6.50	......	7.70	7.80	7.90	8.05	8.35	9.45	9.70	9.85	......	......
	R.T.	3.85	3.95	......	4.50	4.75	4.95	5.35	......	......	6.40	6.60	6.75	6.95	7.05	7.20	......	8.50	8.65	8.80	8.95	9.25	10.50	10.75	10.95	......	......
Great Easton Rubber Co.,	P.	15.85	13.65	......	20.30	22.45	23.10	25.15	......	......	27.50	28.85	30.20	30.60	31.00	32.00	......	d38.40	38.95	40.00	41.00	42.05	47.10	48.65	49.75	......	......
Allentown, Pa.,	N.S.	17.85	17.75	......	22.45	24.55	25.90	28.95	......	......	32.80	33.95	34.30	35.35	36.20	36.95	......	d44.50	46.30	47.60	48.50	49.90	55.65	57.90	59.95	......	......
"Crown"	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
April 2	R.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.50	......	......
Gryphon Rubber & Tire Co.,	P.	......	†18.85	......	†22.90	†25.40	26.90	......	......	......	†31.50	32.65	33.90	35.05	36.10	37.20	......	......	43.15	44.45	45.70	46.90	53.05	54.60	55.95	......	......
New York City	N.S.	......	†22.50	......	†28.15	†29.05	32.15	......	......	......	†38.85	40.10	41.30	42.75	44.15	46.60	......	......	50.00	53.10	57.65	58.85	65.55	68.10	69.70	......	......
April 2 (6000 miles)	G.T. & R.T.	......	3.55	......	4.55	4.70	4.90	5.20	......	......	5.80	5.90	6.10	6.30	6.40	6.55	......	7.65	7.19	8.05	8.35	8.60	9.45	9.65	10.00	......	......
Hamilton Rubber Mfg.	April 24 N.S.	13.45	14.40	......	18.65	19.65	21.40	24.20	25.60	27.10	28.60	29.15	30.60	31.25	32.80	33.35	......	39.80	41.60	43.45	44.10	45.95	52.85	53.65	55.75	......	70.80
Co., Trenton, N.J.	Pure Gum T.	2.85	2.90	......	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	......	......	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	9.45
Apr. 24 (5000 m.)	Perfection Pink T.	3.30	3.40	......	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	10.80
Hardman Tire & Rubber Co.,	P.	......	18.00	19.00	22.50	24.00	25.75	28.00	......	......	31.00	32.00	35.00	37.00	38.00	40.00	42.00	43.50	45.00	47.00	49.00	51.00	54.50	56.00	58.00	77.00	80.00
Belleville, N.J.	(5000 miles) N.S.	......	21.25	24.35	26.75	27.50	30.00	32.50	......	......	37.00	39.00	40.25	41.50	42.50	44.00	46.00	47.50	49.75	53.00	56.75	58.00	64.50	67.00	69.00	86.00	91.00
May 1	R.T.	......	3.95	4.35	5.00	5.10	5.25	5.85	......	......	6.30	6.50	6.75	6.95	7.30	7.40	8.40	8.50	8.70	8.90	9.20	9.35	10.45	10.75	10.90	12.50	12.75
	P.	......	13.75	......	18.50	19.50	20.75	23.50	......	......	25.25	26.75	28.50	29.50	31.75	33.25	38.50	39.50	41.00	42.00	43.75	45.50	49.25	51.00	53.00	......	......
	Junior (3500 miles) N.S.	......	15.00	......	19.50	20.50	22.00	25.00	......	......	27.00	28.00	29.50	31.00	33.00	34.50	40.00	41.00	42.50	43.50	45.00	47.00	51.00	52.75	55.00	......	......
	G.T.	......	3.75	......	4.30	4.40	4.50	4.85	......	......	5.75	5.85	6.00	6.20	6.40	6.45	7.55	7.60	7.70	7.85	8.05	8.20	9.35	9.50	9.60	......	......
Hawkeye Tire	3500 Santa Fe P.	12.20	13.15	......	16.70	......	19.50	......	......	......	29.95	26.50	28.00	28.45	......	30.25	......	37.00	37.75	39.40	40.05	41.75	45.80	46.65	48.30	......	......
& Rubber Co.,	miles Santa Fe N.S.	13.45	14.45	......	18.70	......	21.50	......	......	......	28.65	29.20	30.75	31.40	......	33.35	......	41.35	42.35	44.10	44.55	46.20	52.50	53.25	55.15	......	......
Des Moines,Ia.	6000 mls. Hawkeye N.S.	17.70	19.05	......	24.15	......	27.95	......	......	......	37.00	37.75	39.80	40.55	......	42.35	......	48.55	49.60	52.70	58.35	62.70	66.55	68.60	71.60	......	......
	G.T.	2.80	2.90	......	3.45	3.50	3.55	3.80	......	......	4.80	4.90	5.05	5.20	5.35	5.45	......	6.40	6.45	6.55	6.65	6.75	7.70	7.80	8.00	......	......
	R.T.	3.25	3.35	......	3.85	4.30	4.05	4.25	......	......	5.40	5.50	5.75	5.90	6.00	6.10	......	7.15	7.20	7.30	7.50	7.70	8.60	8.80	8.90	......	......
Hendrie Rubber Co., W.C.	P.	14.65	15.65	16.35	18.10	19.35	20.25	22.70	......	26.35	26.85	27.85	28.50	29.15	30.15	30.35	37.00	37.70	38.30	39.80	40.30	41.70	47.60	48.65	51.60	63.25	65.65
Torrance, Cal.	Inset N.S.	17.45	18.35	19.35	21.95	22.45	24.30	26.60	......	30.05	31.10	31.90	32.95	33.70	34.60	35.15	42.30	42.95	43.70	46.90	47.55	49.25	56.25	56.75	57.95	71.25	77.50
April 16	California N.S.	20.05	21.05	22.20	25.25	25.75	29.00	30.55	......	34.50	35.75	36.65	37.90	38.75	39.85	40.45	48.65	49.45	50.20	53.90	54.65	56.60	64.65	65.20	66.65	81.95	89.10
	G.T.	3.15	3.30	3.70	3.85	4.00	4.05	4.30	......	5.25	5.35	5.50	5.70	5.85	5.95	6.10	6.95	7.10	7.15	7.25	7.50	7.60	8.55	8.25	8.90	9.80	10.00
	California R.T.	3.95	4.00	4.10	4.80	4.85	4.90	5.20	......	6.10	6.25	6.35	6.50	6.65	6.75	6.90	8.35	8.55	8.75	8.95	9.15	9.35	10.60	10.70	10.90	11.45	11.60
Hercules Tire Co.,	P.	6.80	7.20	......	9.30	9.75	10.70	11.95	......	13.75	14.35	14.60	15.25	15.55	16.35	16.35	......	......	20.80	21.60	21.90	22.70	24.60	24.95	25.85	......	......
1789 Broadway, N.Y.	N.S.	7.20	7.60	......	9.75	10.20	11.20	12.55	......	14.40	15.10	15.35	16.00	16.25	16.95	17.25	......	......	21.85	22.70	32.95	23.80	25.85	26.15	27.15	......	......
Feb. 1 (4000 miles)	Tubes	1.82	1.93	......	2.16	2.23	2.27	2.42	......	2.90	2.97	3.07	3.14	3.23	3.33	3.37	......	......	4.05	4.15	4.17	4.27	4.92	4.97	5.05	......	......
Hood Tire Co.,	P.	c18.80	c19.20	c20.70	25.50	c27.25	28.65	*30.65	......	......	c33.50	34.10	34.75	35.65	36.65	37.65	d50.00	*47.20	49.10	50.35	51.35	*52.50	*62.00	†63.25	64.25	q82.50	q83.25
Watertown, Mass.	Arrow N.S.	c22.50	c23.00	c25.00	29.50	c31.90	33.15	*35.50	......	......	c39.75	40.60	41.70	42.50	44.50	46.75	d55.50	*56.30	56.90	58.10	58.75	*59.75	*68.60	†69.60	70.90	q87.50	q91.50
May 1	Puritan P.	......	c15.20	......	c17.10	c18.50	19.50	*22.00	......	......	c27.50	*28.25	*29.00	*29.65	*30.75	*31.85	......	*36.85	*37.95	*39.35	*40.00	*41.55	*47.30	q48.95	q49.70	......	......
	Puritan N.S.	......	c17.20	......	c19.70	c21.20	22.75	*26.00	......	......	c32.10	*32.50	*32.90	*33.50	*34.25	*35.50	......	*43.45	*44.40	*45.90	*46.50	*47.85	*55.70	q57.40	q58.50	......	......
	Hood T.	3.85	4.00	4.50	4.75	4.90	4.95	5.20	......	5.80	5.90	6.00	6.10	6.25	6.40	6.55	7.65	7.80	7.95	8.10	8.35	8.60	9.45	9.60	9.75	11.20	11.75
	Puritan T.	3.40	3.45	......	4.05	4.20	4.40	4.80	5.20	5.40	5.15	5.25	5.35	5.50	5.90	6.30	6.85	6.95	7.05	7.15	7.25	7.60	8.30	8.45	8.60	10.00	11.00
Howe Rubber Co.,	N.S.	c19.20	c20.20	......	c25.70	......	*29.40	q31.25	......	......	c35.70	*36.80	*37.75	*39.00	q40.50	*42.80	......	d46.25	*48.20	*50.25	*52.80	q54.05	*60.00	q62.50	*63.95	......	......
New Brunswick, N.J.	G.T.	2.75	2.85	3.05	3.25	3.35	3.45	3.60	......	4.35	4.45	4.65	4.75	4.85	4.95	5.10	5.90	6.00	6.05	6.15	6.25	6.45	7.40	7.50	7.65	8.25	8.35
Feb. 1	R.T.	3.40	3.45	3.60	4.15	4.20	4.35	4.60	......	5.30	5.40	5.50	5.65	5.75	5.90	6.00	7.30	7.45	7.60	7.85	7.95	8.15	9.25	9.35	9.45	10.00	10.10
Indiana Rubber & Ins. Wire Co.,	P.	11.15	11.40	15.10	14.45	15.80	17.40	19.70	......	......	23.00	23.40	24.75	25.20	26.15	26.60	......	33.75	34.50	35.75	36.30	37.75	42.00	42.75	44.00	......	......
Jonesboro, Ind.	N.S.	c12.50	§12.90	*17.15	§16.40	§17.65	*19.50	*22.25	......	......	§26.05	*26.50	*28.00	*28.50	*30.00	*30.50	......	*38.30	*38.65	*40.20	*40.65	*42.15	*47.95	*48.55	*50.35	......	......
January 1 (3500 miles)	G.T.	2.60	2.65	3.05	3.00	3.25	3.35	3.60	......	......	4.20	4.40	4.60	4.75	4.85	4.95	......	5.60	5.70	5.95	6.00	6.15	6.75	6.85	6.95	......	......
	R.T.	3.00	3.10	3.45	3.55	3.75	3.95	4.15	......	......	4.90	5.00	5.25	5.35	5.45	5.55	......	6.50	6.65	6.70	6.90	7.10	7.85	8.05	8.20	......	......
J. & D. Tire &	Ribbed Tread	......	15.25	......	19.40	......	22.70	......	......	......	30.25	30.90	32.45	33.15	......	......	......	......	44.00	46.00	46.70	......	......	......	......	......	......
Rubber Co.,	R. & G.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	9.60
Charlotte, N. C. April 2																											
Kansas City Tire &	P.	†12.25	†12.75	†16.60	†16.25	†17.75	19.20	21.65	†27.25	†29.00	†25.30	25.75	27.25	27.70	†28.75	†29.25	......	......	†37.95	39.30	39.95	†41.55	46.25	†47.05	48.75	......	......
Rubber Corp.,	Chester N.S.	†13.75	†14.25	†18.85	†18.15	†19.40	21.45	24.50	†31.10	†34.10	†28.65	29.15	30.80	31.35	†33.00	†33.55	......	......	†42.50	44.20	44.70	†46.40	54.50	†55.50	57.35	......	......
Chester, W. Va.	P.	c12.25	c12.75	......	c16.25	c17.75	19.20	*21.65	......	......	25.30	§25.75	*27.25	*27.70	*28.75	q29.25	......	......	q37.95	*39.30	*39.95	q41.55	*46.25	q47.05	*48.75	......	......
April 2 (4000 miles)	"Bull" N.S.	c13.75	c14.25	......	c18.15	c19.40	21.45	*24.50	......	......	28.65	§29.15	*30.80	*31.35	*33.00	q33.55	......	......	q42.50	*44.20	*44.70	q46.40	*54.50	q55.20	*57.35	......	......
	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	......	......	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	R.T.	3.30	3.40	3.80	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
‡Keaton Tire & Rubber Co.,	P.	......	17.00	......	21.95	......	23.95	......	......	......	29.90	32.15	32.90	34.65	......	37.10	......	42.05	43.20	44.40	45.40	46.55	54.40	55.70	57.20	68.40	70.20
San Francisco, Cal.	N.S.	......	......	......	23.90	......	26.40	......	......	......	34.95	37.30	37.90	39.85	......	42.25	......	47.95	49.55	51.00	52.85	53.85	60.75	62.95	65.10	78.30	80.80
Jan. 1 (5000 miles)	R.T	......	3.55	......	4.20	......	4.40	......	......	......	5.45	5.55	5.70	5.95	......	6.20	......	7.20	7.40	7.60	7.80	7.95	9.20	9.35	9.55	10.50	10.75
Kelly Springfield Tire	(5000 miles) P.	c19.70	c18.85	......	22.90	†25.40	26.90	29.25	†37.80	†40.45	*31.50	32.65	33.90	35.05	36.10	37.20	†50.60	†41.70	43.15	44.45	45.70	46.90	53.05	54.60	55.95	†72.95	†83.80
Co.,	(6000 miles) Driving T.	......	......	......	......	......	......	......	......	......	c38.30	*39.35	*40.45	*41.60	*43.80	*45.95	......	*48.10	*49.90	*52.25	*57.55	*58.60	*65.00	*68.00	*69.25	......	q90.55
New York	(6000 m.) Kant Slip N.S.	c23.90	c22.50	......	c28.15	c29.05	32.15	*34.90	......	......	†38.85	*40.10	*41.30	*42.75	*44.15	*46.60	......	*48.35	*50.10	*53.10	57.65	*58.85	*65.55	68.10	69.70	q86.70	q100.85
April 22	G. & R. Tubes	3.45	3.55	3.80	4.55	4.70	4.90	5.20	5.55	5.65	5.80	5.90	6.10	6.30	6.40	6.55	7.40	7.65	7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65
Knight Tire &	Blackstone P.	......	14.25	......	18.15	19.40	21.45	30.40	......	......	28.65	29.15	30.80	31.35	......	33.55	......	42.15	42.50	44.20	44.70	......	......	......	57.35	......	......
Rubber Co.,	Knight P.	......	20.50	......	25.40	27.30	28.00	34.90	......	......	33.80	34.95	36.00	37.30	......	39.30	......	43.10	44.30	45.45	47.45	49.55	55.45	56.60	58.85	......	......
Canton, O.	N.S.	......	22.50	......	28.15	29.05	32.15	......	......	......	38.85	40.10	41.30	42.75	......	46.60	......	48.35	50.10	53.10	57.65	58.85	65.55	68.10	69.70	86.70	92.85
April 9	Silver King T.	......	3.10	......	3.60	3.75	3.80	4.05	......	......	4.80	4.95	5.10	5.30	......	5.55	......	6.35	6.40	6.60	6.70	6.90	7.75	7.90	8.05	......	......
Kokomo Rubber Co.,	P.	c16.20	c16.85	......	c21.90	......	§25.30	......	......	......	c33.40	d34.15	*35.80	*36.55	......	*39.05	......	......	*49.30	*51.50	*52.40	*54.50	......	......	*62.25	......	......
Kokomo, Ind.	N.S.	c17.00	c17.70	......	c22.90	......	§26.85	......	......	......	c35.20	d35.95	*37.50	*38.40	......	*40.95	......	......	*51.85	*54.15	*54.90	*59.20	......	......	*65.40	......	......
May 19	Kokomo G.T.	3.20	3.40	3.60	4.00	4.20	4.25	4.50	4.75	......	5.25	5.35	5.55	5.70	5.90	6.05	......	......	6.90	7.15	7.35	7.60	8.65	9.00	9.25	9.75	......
(5000 miles)	Standard R.T.	3.60	3.70	3.90	4.50	4.70	4.75	5.00	5.25	......	5.85	6.00	6.10	6.30	6.60	6.75	......	......	7.75	7.90	8.15	8.45	9.60	9.75	10.00	10.80	......
	Kokomo G.T.	3.85	3.95	4.40	4.75	4.95	5.00	4.55	5.65	......	6.20	6.30	7.50	6.70	6.90	7.15	......	......	8.15	8.40	8.65	8.95	10.15	10.35	10.55	12.05	......
	Everlaster R.T.	4.20	4.35	4.95	5.35	5.50	5.60	5.85	6.25	......	6.90	7.00	7.20	7.40	7.65	7.95	......	......	9.10	9.30	9.55	9.95	11.30	11.35	11.65	13.40	......

‡Prices apply only to Pacific States. See Mohawk Rubber Co. for extra prices and Middle West.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Lancaster Tire & Rubber Co.,	P.	c12.10	c13.05	......	16.60	......	*19.40	......	......	......	c25.85	*26.40	*27.70	*28.35	*29.65	*30.10	......	......	*37.60	*39.35	*39.95	*41.65	*46.15	*46.85	*48.90	......	q66.85
Lancaster..	Fairfield,Clingstone N.S.	c14.20	c15.25	......	19.40	......	*22.70	......	......	......	c30.25	*30.90	*32.45	*33.15	*34.65	*35.20	......	......	*44.00	*46.00	*46.70	*48.75	*57.70	*58.50	*61.10	......	q83.50
April 10	G.T.	2.95	3.05	......	3.45	......	3.80	......	......	......	4.90	5.05	5.25	5.35	5.45	5.55	......	......	6.65	6.75	6.90	7.10	8.10	8.25	8.40	......	9.20
(5000 miles)	P.	......	c18.85	......	22.90	c25.40	*26.90	......	......	......	c31.50	*32.65	*33.90	35.05	36.10	37.20	......	......	43.15	44.45	45.70	*46.90	*53.05	54.60	55.95	q72.95	q83.80
(6000 miles)	Wiregrip N.S.	......	c22.50	......	28.15	29.05	*32.15	......	......	......	c38.85	*40.10	*41.30	42.75	44.15	46.60	......	......	50.10	53.10	57.65	*58.85	*65.55	68.10	69.70	q86.70	q100.75
	G.T.	3.45	3.55	......	4.55	4.70	4.90	5.20	......	......	5.80	5.90	6.10	6.30	6.40	6.55	......	......	7.90	8.05	8.35	8.60	9.45	9.65	10.00	10.65	10.90
Lee Tire & Rubber Co.,	Lee P.	15.45	15.25	17.30	19.25	20.30	21.75	25.50	26.55	28.70	27.25	30.15	31.20	32.30	33.85	34.40	35.35	36.25	37.50	38.25	39.50	40.35	45.60	46.65	48.10	55.60	57.15
Conshohocken, Pa.	Standard N.S.	16.15	16.00	19.45	20.55	21.60	23.70	28.45	30.00	32.35	28.60	32.35	33.40	34.50	37.50	38.30	42.30	42.95	43.95	44.65	46.30	47.00	55.10	55.90	57.90	68.70	70.05
June 1	Puncture P.	24.50	25.65	27.10	30.90	32.10	33.80	37.15	39.30	39.70	39.65	41.40	43.50	44.55	48.05	48.85	48.40	50.10	51.00	58.65	55.50	56.60	63.35	64.80	66.60	74.20	76.25
(5000 miles)	Proof N.S.	26.90	27.80	30.20	32.70	35.15	37.85	40.05	42.50	43.60	43.20	45.40	47.80	48.70	52.65	53.30	55.80	57.30	58.30	61.00	62.70	64.50	73.40	75.40	77.10	87.30	89.10
	G.T.	3.75	3.95	4.15	4.85	5.10	5.25	5.50	5.75	6.10	6.30	6.45	6.60	6.80	7.00	7.20	7.55	7.75	7.95	8.15	8.35	8.60	9.35	9.60	9.85	10.05	10.35
	Velvet R.T.	4.05	4.25	4.45	5.40	5.55	5.70	6.00	6.25	6.65	6.80	7.00	7.20	7.40	7.65	7.80	8.25	8.55	8.75	8.95	9.20	9.45	10.20	10.45	10.75	11.00	11.30
L. & M. Tire Co.,	P.	12.25	12.75	......	16.25	17.75	19.20	21.65	22.75	24.95	25.30	25.75	27.25	27.70	28.75	29.25	......	......	37.95	39.30	39.95	41.55	46.25	47.05	48.75	60.85	64.00
Carrollton, Ohio	N.S.	13.75	14.25	......	18.50	19.40	21.45	24.50	25.15	27.45	28.65	29.15	30.80	31.35	33.00	33.55	......	......	42.50	44.20	44.70	46.40	54.50	55.50	57.35	70.25	71.75
April 25 (4000 miles)	G.T.	3.00	3.20	......	3.70	3.80	3.90	4.05	4.25	5.00	5.15	5.25	5.45	5.60	5.70	5.85	......	......	6.85	7.00	7.15	7.30	8.15	8.35	8.50	9.15	9.45
"L. & M. Buckskin"	R.T	3.55	3.80	......	4.40	4.55	4.70	4.85	5.10	6.00	6.15	6.30	6.55	6.70	6.85	7.00	......	......	8.20	8.35	8.60	8.75	9.80	10.05	10.20	10.95	11.35
McGraw Tire & Rubber	Imperial P.	c12.65	c12.40	c16.50	16.25	c16.90	18.90	21.95	c25.20	c26.35	c24.70	25.40	26.50	27.00	30.65	28.85	c37.00	......	36.15	37.90	38.50	39.65	43.35	48.30	45.90	......	......
Co.,	Pullman N.S.	c13.50	c13.00	......	16.70	c17.90	19.75	23.45	......	c27.45	c25.90	26.55	27.65	28.40	32.15	30.10	c39.00	d36.75	38.20	39.60	40.40	41.85	45.50	51.40	48.15	......	......
East Palestine, O.	Congress G.T.	3.10	3.05	3.50	3.55	3.85	3.95	4.55	4.70	4.95	4.75	4.85	5.00	5.20	5.70	5.45	6.50	6.30	6.45	6.55	6.70	7.00	8.00	8.50	8.20	......	......
April 2 (3500 miles)	R.T.	3.50	3.40	3.80	4.20	4.25	4.35	4.65	4.95	5.35	5.50	5.60	5.85	6.10	6.25	6.35	7.10	7.15	7.30	7.40	7.50	7.75	8.90	9.20	9.00	......	......
McLean Tire &	Safety Bar N.S.	12.90	13.85	......	17.95	......	20.65	23.40	......	......	27.50	28.10	29.50	30.15	......	32.00	......	......	40.00	41.80	42.45	44.30	49.95	50.65	52.90	......	......
Rubber Co., East Liverpool, O.	Tubes	2.75	2.85	......	3.25	......	3.40	3.60	......	......	4.45	4.60	4.75	4.85	......	5.05	......	......	6.05	6.15	6.25	6.45	7.35	7.50	7.65	......	......
Jan. 2																											
McNaull Tire Co., Toledo, O.	N.S.	......	......	......	......	......	......	......	......	......	32.83	......	42.09	......	......	......	......	54.71	......	58.06	......	62.42	70.65	74.44	74.44	......	......
May 1 (6000 miles)	R.T.	......	3.90	......	5.00	......	5.39	......	......	......	6.38	6.49	6.71	6.93	7.04	7.20	......	8.42	8.69	8.85	9.18	9.46	10.39	10.61	11.00	12.59	12.81
Marathon Tire & Rubber Co.,	Runner	c17.00	c17.60	......	c21.90	c22.05	24.40	*25.95	......	......	c34.15	*35.30	*36.45	*37.60	*38.80	*39.95	d42.85	......	*46.85	*48.30	*49.70	*51.15	*56.75	*58.50	*60.30	q75.65	q77.85
Cuyahoga Falls, O.	Angle N.S.	c18.00	c18.60	......	c23.55	c24.30	26.45	*28.00	......	......	c36.50	*37.70	*38.85	*40 00	*41.15	*42.30	d47.30	*49.35	*50.75	*52.20	*53.65	*55.05	*62.90	*64.70	*66.45	q82.05	q84.25
May 14, 1917	Cord Runner Tread	......	c20.90	......	c25 90	c27.15	*30.35	......	......	......	c38.80	*41.30	*42.45	*43.60	......	......	d51.60	*52.90	*54.30	*55.65	*57.00	......	*69.10	......	*72.50	......	q93.00
(5000 miles)	Cord Angle Tread	......	c22.10	......	c27.25	c28.50	*31.70	......	......	......	c39.70	*42.35	*43.60	*44.90	......	......	d54.45	*55.80	*57.25	*58.60	*60.00	......	*72.05	......	*75.50	......	q97.50
	G.T.	2.80	3.05	......	3.75	3.90	4.05	4.40	......	......	5.00	5.15	5.35	5.50	5.65	5.85	6.60	6.80	7.05	7.25	7.50	7.70	8.50	8.80	9.05	10.15	10.50
	R.T.	3.10	3.30	......	4.15	4.30	4.45	4.80	......	......	5.55	5.70	5.90	6.05	6.20	6.40	7.45	7.65	7.85	8.10	8.30	8.50	9.50	9.80	10.05	11.25	11.06
Mason Tire & Rubber Co.,	P.	12.25	12.95	......	16.55	17.75	19.25	21.80	......	......	25.30	25.75	27.25	27.70	28.75	29.25	......	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	......	......
Kent, O.	Ribbed	13.50	14.50	......	18.50	19.95	21.75	24.75	......	......	27.45	27.90	29.65	30.10	31.75	32.15	......	40.45	40.95	42.55	43.15	44.80	51.00	52.70	54.50	......	......
	N.S.	14.00	15.00	......	19.25	20.60	22.55	25.50	......	......	28.65	29.15	30.80	31.35	33.00	33.55	......	42.15	42.50	44.20	44.70	46.40	54.50	55.50	57.35	......	......
April 2	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	R.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
Mattson Rubber Co.,	P.	†12.04	†13.15	†14.25	16.43	†17.54	18.65	19.73	......	†21.90	23.02	24.10	25.20	26.30	27.41	28.49	......	......	31.28	32.35	33.41	34.52	†38.24	39.42	40.55	......	......
Lodi, N.J.	N.S.	†12.64	†13.79	†14.96	17.25	†18.41	19.56	20.71	......	†23.00	24.16	25.31	26.46	27.62	28.77	29.91	......	......	32.79	33.97	35.08	36.25	†40.26	41.42	42.58	......	......
	Grey Tubes	3.00	3.05	3.35	3.65	3.75	4.00	4.05	......	4.20	4.55	4.80	5.00	5.15	5.15	5.20	......	......	5.35	5.50	5.95	6.30	6.50	6.65	6.90	......	......
Michelin Tire Co.,	P.	c13.60	c14.20	......	c20.50	......	21.70	*23.05	......	......	......	*29.25	*29.90	30.50	q32.00	*33.20	c36.85	......	†39.30	*41.10	*42.25	q43.45	q48.00	q49.45	*50.20	......	c59.90
Milltown, N.J.	Universal	......	......	......	c20.70	......	d23.10	d24.60	......	......	c29.15	*31.35	*32.20	*32.75	q33.55	*35.50	......	......	*43.30	*45.55	*46.50	q48.10	*53.10	q54.35	*55.00	......	......
April 2	Tubes	3.30	3.50	......	3.95	3.50	4.10	4.50	......	5.10	4.80	5.40	4.95	5.80	5.30	6.15	7.25	......	7.60	6.80	8.00	7.25	9.35	9.45	9.60	10.50	10.50
Mohawk Rubber Co.,	P.	c16.85	c17.70	......	21.60	c23.90	25.25	*27.60	......	......	c31.80	*32.85	33.80	35.00	*36.20	38.20	......	*41.15	43.05	44.85	47.35	*48.40	*53.70	†55.80	57.10	q71.05	......
Akron, O.	Ribbed	......	c19.00	......	c23.35	......	d27.30	......	......	......	c34.60	d35.70	d36.75	*37.85	......	......	......	......	*46.50	d48.45	*51.25	......	*58.40	......	*61.60	......	......
April 2	N.S.	c20.30	c21.35	......	27.00	c28.00	31.00	*33.80	......	......	c37.45	38.80	39.80	41.30	*42.70	45.15	......	*48.65	50.80	53.00	55.65	*57.00	*63.30	†66.00	67.50	q83.80	q87.00
	R.T.	3.40	3.55	......	4.55	4.70	4.90	5.20	......	......	5.75	5.85	6.10	6.25	6.35	6.55	7.35	7.65	7.85	8.00	8.25	8.00	9.35	9.65	9.95	11.40	11.60
	Keaton N.S.	......	......	......	c28.40	......	d32.70	......	......	......	c39.45	d40.85	d41.95	d43.50	......				*54.00	d55.00	*58.00	......	*67.00	......	*70.25	......	......
Mutual Tire & Rubber	(4500 miles) P.	c15.35	c16.50	......	c21.50	c22.70	24.70	§27.95	......	......	c32.85	33.45	35.05	35.90	37.60	38.25	†47.10	......	47.80	49.90	50.70	52.70	55.80	56.60	59.05	q83.30	q84.40
Co.,	(5500 miles) N.S.	c18.10	c19.35	......	c24.70	c25.95	28.50	§32.25	......	......	c37.75	38.45	40.45	41.20	43.15	43.55	†53.05	......	56.10	58.65	59.55	62.00	68.70	69.70	72.80	q97.85	q101'15
New York City May 1	Red Tubes	4.00	4.10	......	5.00	5.05	5.25	5.50	......	......	6.50	6.75	6.85	7.00	7.20	7.40	8.75	......	9.10	9.35	9.55	9.75	11.00	11.20	11.35	12.00	12.10
National Rubber Co.,	N.S.	......	c17.60	......	c22.00	......	*28.00	*32.00	......	......	c33.35	*34.65	*36.00	*37.35	......	*40.00	......	d50.65	*50.65	*52.00	*53.35	*56.00	*65.35	*66.65	*66.65	......	......
Pottstown, Pa., "Speedway"	Tubes	4.08	4.20	......	5.40	5.64	5.82	6.18	6.60	6.72	6.84	7.02	7.26	7.44	7.62	7.80	......	9.24	9.36	9.60	9.90	10.26	11.22	11.46	11.88	13.62	13.86
May 1 (5000 miles)																											
National Tire & 3500	"Capital" P.	c12.65	c12.40	......	c16.25	c16.90	18.90	*21.95	......	*26.35	24.70	*25.40	26.50	*27.00	*30.65	*28.85	......	......	*36.15	*37.90	*38.50	*39.65	*43.35	q48.30	q45.90	......	......
Rubber Co., miles	"Capital" N.S.	c13.50	c13.00	......	c16.70	c17.90	19.75	*23.45	......	*27.45	25.90	*26.55	27.65	*28.40	*32.15	*30.10	......	......	*38.20	*39.60	*40.40	*41.85	*45.50	q51.40	q48.15	......	......
East Palestine, O.	"Record" N.S.	......	c13.00	......	c16.70	......	d19.75	......	......	......	c25.90	q26.55	*27.65	*28.40	......	......			......	......	......	......	......	......	......	......	......
April 2	"Highway" N.S.	c13.50	c13.00	......	c16.70	......	*19.75	......	......	......	c25.90	d26.55	*27.65	*28.40					......	......	......	......	......	......	......	......	......
	"Paragum" G.T.	3.10	3.05	3.50	3.55	3.85	3.95	4.55	4.70	4.95	4.75	4.85	5.00	5.20	5.70	5.45	......	......	6.45	6.55	6.70	7.00	8.00	8.50	8.20	......	......
	"Redman" T.	3.50	3.40	3.80	4.20	4.25	4.35	4.65	4.95	5.35	5.50	5.60	5.85	6.10	6.25	6.35	......	......	7.30	7 .40	7.50	7.75	8.90	9.20	9.00	......	......
National Tire Co.,	P.	†11.10	†10.80	†14.40	13.95	†14.60	16.85	20.80	......	......	†20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Trenton, N.J.	N.S.	†11.65	†11.35	†15.10	14.70	†15.35	17.70	21.85	......	......	†21.60	23.05	23.70	24.60	28.00	26.15	......	......	31.20	32.55	34.20	35.15	40.30	45.60	43.10	......	......
	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	......	......	3.85	3.95	4.10	4.25	4.80	4.50	......	......	5.20	5.40	5.60	5.80	6.55	7.35	6.85	......	......
	R.T.	3.15	3.00	3.40	3.35	3.60	3.75	4.40	......	......	4.25	4.35	4.50	4.70	5.30	4.95	......	......	5.70	5.95	6.15	6.40	7.20	8.10	7.55	......	......
Needham Tire Co.,	P.	c12.00	c13.00	......	16.50	17.50	*19.25	*21.65	......	......	25.75	*26.35	*27.65	*28.15	*29.30	*29.75	......	*36.25	*37.50	*39.20	*39.70	*41.20	*44.60	*45.20	*46.90	q64.95	q66.55
Charles River, Mass.	N.S.	......	......	......	19.00	19.90	22.10	*24.75	......	......	29.85	*30.30	*31.70	*32.25	*33.60	*34.05	......	*42.30	*43.20	*44.95	*4.545	*47.20	*51.10	*51.75	*53.75	q74.40	q76.25
April 2 (3500 miles)	T.	2.80	2.90	......	3.30	3.40	3.45	3.60	......	......	4.55	4.70	4.85	4.95	5.05	5.15	......	6.10	6.20	6.30	6.40	6.60	7.55	7.70	7.85	8.45	8.55
Newcastle Rubber Co.,	5000 P.	......	14.45	......	18.90	21.10	21.65	23.50	......	......	25.30	26.25	27.20	28.15	29.00	29.95	......	......	36.50	37.60	38.65	39.70	44.85	46.15	47.35	......	......
Pittsburgh, Pa.	miles N.S.	......	16.30	......	21.25	23.90	24.50	26.60	......	......	29.55	30.60	31.50	32.65	33.45	34.40	......	......	38.15	39.35	42.70	43.55	48.50	49.55	53.00	......	......
(6000 miles)	Shenango N.S.	......	......	......	28.15	......	32.15	......	......	......	......	......	41.30	42.75	......	......	......	......	......	53.10	57.65	......	65.55	......	69.70	......	......
May 15	Pure Gum G.T.	......	3.20	......	4.10	4.25	4.40	4.70	......	......	5.20	5.30	5.50	5.65	5.75	5.90	......	......	7.10	7.25	7.50	7.75	8.50	8.70	9.00	......	......
New Jersey Carspring Co.,	P.	c16.55	c17.75	......	†23.00	......	26.50	33.00	......	c33.40	†32.00	32.70	34.25	35.00	40.50	37.25	......	......	46.70	48.80	49.50	51.50	56.80	†63.50	60.20	†93.50	†96.00
Jersey City, N.J.	C.N.S	......	c18.60	......	†24.10	......	27.80	34.80	......	c35.00	†33.60	34.30	36.00	36.80	42.50	39.20	......	......	49.00	51.10	51.95	54.10	59.70	†67.00	63.25	†98.50	†101.50
May 1 (5000 miles)	Suction N.S.	......	......	......	†27.05	......	31.15	39.00	......	c38.80	37.65	38.45	40.25	41.25	47.50	43.80	......	......	54.85	57.25	58.25	60.65	66.85	†75.00	70.75	†110.00	†118.00
	G.T.	2.95	3.10	......	3.50	......	3.60	4.30	......	5.10	4.75	4.95	5.10	5.20	5.85	5.50	......	......	6.55	6.65	6.75	6.85	7.90	8.90	8.20	9.65	9.80
	R.T.	3.25	3.40	......	4.35	......	4.70	5.60	......	6.25	6.00	6.10	6.40	6.50	7.30	6.80	......	......	7.60	7.75	7.90	8.05	8.95	10.10	9.25	11.00	11.80

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Norwalk Tire & Rubber Co.,	P.	......	†17.85	......	†23.15	......	......	......	......	......	......	......	......	q38.80	......	......	......	......	......	......	q54.80	......	......	......	q63.85	......	......
Norwalk, Conn.	N.S.	......	†18.80	......	†24.30	†25.10	*27.95	......	......	......	†37.30	*37.95	*39.90	*40.80	......	q43.40	......	......	*54.25	*56.65	*57.50	q59.90	*63.35	q64.20	*67.10	......	......
April 2 (5000 miles)	G.T.	3.30	3.35	3.95	4.15	4.25	4.40	5.20	5.30	......	5.40	5.55	5.70	5.85	6.25	6.30	7.15	......	7.20	7.35	7.55	7.85	8.90	9.05	9.20	10.55	10.75
	R.T.	3.65	3.70	4.35	4.60	4.65	4.80	5.75	6.00	......	5.95	6.15	6.30	6.45	6.90	6.95	7.90	......	7.95	8.10	8.35	8.65	9.80	10.10	10.15	11.60	11.85
Ohio Tire & Rubber Co.,	P.	11.10	10.80	14.40	13.95	14.60	16.85	20.80	22.00	22.75	20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Mansfield, O.	N.S.	12.25	11.95	......	15.45	16.15	18.60	22.95	24.25	25.10	22.70	24.20	24.90	25.85	29.40	27.45	......	......	32.75	34.20	35.90	36.90	42.30	47.90	45.25	......	......
"Ohio"	G.T.	2.50	2.60	2.75	2.95	3.05	3.10	3.25	3.40	3.95	4.05	4.20	4.30	4.40	4.50	4.60	......	......	5.50	5.60	5.70	5.85	6.70	6.80	6.95	......	......
	R.T.	2.80	2.90	3.05	3.30	3.40	3.45	3.60	3.80	4.40	4.50	4.65	4 80	4.90	5.00	5.10	......	......	6.10	6.20	6.35	6.50	7.45	7.55	7.70	......	......
Orrville Rubber	Morgan (5000 miles) P.	c11.00	c13.85	......	c15.35	......	d17.65	......	......	......	c23.50	......	d25.20	d25.75	......	......	......	......	......	......	......	......	......	......	......	......	......
Co.,	(6000 miles) N.S.	c12.90	c13.85	......	c19.95	......	d20.65	......	......	......	d27.55	......	d29.50	d30.15	......	......	......	......	......	......	......	......	......	......	......	......	......
Orrville, Ohio.	G.T.	2.75	2.85	......	3.25	......	3.40	......	......	......	4.45	4.60	4.75	4.85	4.95	5.05	......	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.60	......	......
January 1	Sealon R.T.	3.55	3.70	......	4.25	......	4.40	......	......	......	5.85	6.00	6.15	6.25	6.45	6.60	......	7.70	7.85	8.05	8.20	8.35	9.60	9.75	9.90	......	10.80
Para-Ball Rubber Co.,	P.	12.40	12.55	15.30	16.30	17.15	18.90	24.70	......	27.05	24.95	25.45	26.65	27.30	32.90	29.65	......	......	36.75	38.40	39.00	40.60	43.85	51.15	46.45	......	......
Columbiana, O.	N.S.	13.05	13.20	16.30	17.10	18.05	19.85	25.85	......	29.70	26.20	26.75	28.00	28.65	34.55	30.45	......	......	38.60	40.30	40.95	42.60	46.00	53.70	48.80	......	......
April 5 (4000 miles)	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55	......	4.95	4.75	4.85	5.00	5.15	5.75	5.50	......	......	6.25	6.45	6.65	6.85	7.80	8.60	8.10	......	......
	R.T.	3.30	3.35	3.80	4.20	4.25	4.30	5.05	......	5.50	5.30	5.40	5.55	5.70	6.45	6.10	......	......	7.00	7.15	7.35	7.65	8.70	9.50	8.95	......	......
Pearce-Arrow Tire	Morton P.	11.00	11.85	......	15.35	16.20	17.65	20.00	......		24.00	24.95	25.20	25.75	26.95	27.35	33.10	34.10	34.20	35.75	36.20	39.85	43.95	44.55	45.30	......	......
& Rubber Mfg.	(3500 miles) N.S.	12.00	12.85	......	16.95	18.00	19.65	22.40	......		27.10	27.90	28.50	29.50	30.20	31.10	36.00	38.00	39.00	40.15	41.40	42.00	47.20	48.50	50.00	......	......
Co., Phila., Pa.	Germantown P.	......	17.50	......	21.95	22.25	24.00	39.00	......		33.15	34.75	35.95	36.10	40.00	43.50	38.15	45.25	46.75	48.75	50.50	52.00	56.50	......	58.15	......	......
	(5000 miles) Cord N.S.	......	18.25	......	23.75	25.00	27.30	41.50	......		36.35	37.10	38.95	39.70	42.35	49.00	45.00	50.20	51.90	54.25	55.00	57.30	63.80	......	64.75	......	......
	Puncture and Blow-Out Proof P.	......	20.20	......	25.50	28.00	29.20	31.60	......		36.00	37.20	38.40	39.50	41.15	42.60	45.20	46.20	47.50	49.40	52.65	55.00	61.00	62.50	64.00	......	......
	(5000 miles) N.S	......	22.30	......	28.40	31.50	32.50	35.50	......		39.20	40.80	42.40	43.50	45.00	47.00	50.50	52.50	53.50	56.20	58.40	60.30	69.10	71.00	73.00	......	......
	R.T.	3.25	3.45	......	3.95	4.10	4.25	4.50	......		5.35	5.45	5.75	5.95	6.20	6.40	6.50	6.75	7.45	7.55	7.80	8.05	9.00	9.20	9.30	......	......
Peerless Tire & Rubber Co.,	N.S.	......	15.25	......	19.40	20.90	22.70	......			30.25	30.90	32.45	33.15	......	......	......	......	44.00	46.00	46.70	......	......	......	61.10	......	......
Green Bay, Wis.	G.T.	......	3.05	......	3.45	3.65	3.80	......			4.90	5.05	5.25	5.35	......	......	......		6.50	6.75	6.90	......	......	......	8.40	......	......
April 16	R.T.	......	3.40	......	3.95	4.15	4.20	......			5.35	5.50	5.70	5.95	......	......	......		7.25	7.40	7.55	......	......	......	9.10	......	......
Pennsylvania	(3500 m.) Bar Circle	11.70	12.30	......	15.95	16.90	18.75	20.75	......	......	24.50	24.95	26.10	26.75	27.95	28.45	......	34.90	36.05	37.65	38.30	39.80	43.00	45.00	43.55	56.40	58.70
Rubber Co.,	(6000 miles) Ebony	14.05	14.55	19.25	18.55	19.80	21.90	25.00	31.65	34.75	29.20	29.70	31.40	32.00	33.65	34.20	49.35	43.00	43.30	45.05	45.55	47.30	55.55	56.55	58.45	70.90	73.85
Jeanette, Pa.	(6000 m.) Vacuum C.	15.60	16.10	21.35	20.60	22.00	24.30	27.75	35.20	38.65	32.40	33.00	34.90	35.55	37.40	38.00	54.85	47.75	48.10	50.05	50.60	52.55	61.70	62.85	64.95	78.75	82.00
April 12	Paruco G.T.	2.80	2.90	3.15	3.40	3.55	3.70	4.05	4.40	4.90	4.95	5.05	5.25	5.45	5.55	5.75	6.50	6.65	6.70	6.80	6.95	7.25	8.15	8.25	8.40	8.80	9.00
	Pure Gum R.T.	3.50	3.70	3.90	4.30	4.50	4.50	4.80	5.15	5.70	5.90	6.00	6.20	6.45	6.55	6.80	7.65	7.80	7.90	8.05	8.20	8.55	9.55	9.75	9.95	10.40	10.65
Perfection Tire &	(5000 miles) P.	17.70	18.00	......	21.70	23.05	25.70	27.80	......	......	30:00	31.00	32.00	33.10	34.20	35.30	38.20	39.40	40.65	41.80	43.10	44.25	50.10	51.30	52.80	70.20	73.60
Rubber Co.,	(6000 miles) N.S.	20.85	21.05	......	26.60	27.55	30.60	33.00	......	......	36.90	38.10	39.20	40.45	41.75	43.10	......	46.00	47.60	50.00	52.40	54.60	62.10	64.30	65.70	81.70	83.40
Chicago, Ill. March 1	Tubes	3.20	3.30	3.50	4.20	4.35	4.50	4.80	5.10	5.25	5.35	5.45	5.65	5.80	5.90	6.05	6.85	7.10	7.30	7.45	7.70	7.95	8.75	8.95	9.25	10.55	10.75
Perfection Tube Co., April	G.T.	......	3.55	......	4.00	......	4.15	4.55	......	......	4.75	4.85	4.95	5.15	5.25	5.30	......	5.90	6.00	6.10	6.25	6.35	6.80	6.90	7.00	......	......
Painsville, O. "Monarch"	R.&B.Tubes	......	4.40	......	5.00	......	5.10	.5.25	......	......	6.10	6.20	6.40	6.50	6.70	6.80	......	7.50	7.70	7.80	8.25	8.40	9.00	9.50	10.00	......	......
Pharis Tire & Rubber Co.,	P.	11.90	12.60	15.90	16.25	16.95	18.70	20.80	......	......	25.10	25.50	26.60	27.10	28.20	28.65	41.25	......	36.35	37.75	38.25	39.60	42.95	43.50	45.20	......	......
Newark, O.	N.S.	......	13.50	......	17.40	18.15	20.00	22.35	......	......	26.80	27.30	28.55	29.00	30.20	30.70	43.40	38.35	38.90	40.45	40.90	42.40	46.00	46.65	48.30	75.50	67.00
"Pyramid"	G.T.	2.85	3.05	3.15	3.40	3.45	3.60	3.75	......	......	4.75	4.85	4.95	5.05	5.25	5.35	6.15	6.25	6.35	6.50	6.60	6.75	7.75	7.85	8.10	8.60	8.80
April 3	R.T.	3.20	3.30	3.40	3.80	3.85	3.90	4.25	......	......	5.25	5.35	5.55	5.65	5.80	5.90	6.90	7.00	7.05	7.15	7.35	7.50	8.55	8.80	8.90	9.55	9.70
Portage Rubber Co.,	P.	†12.75	†13.75	†15.25	†17.80	†18.80	20.40	23.20	†24.55	†25.85	†27.30	27.80	9.20	29.85	31.25	31.80	†39.20	†40.50	39.70	41.58	42.20	43.90	47.45	†48.20	50.30	†72.45	......
Barberton, O.	Daisy N.S.	†14.75	†15.85	†17.55	†20.40	†21.55	23.55	26.70	......	†29.80	†31.30	31.95	33.60	34.30	35.95	36.65	......	46.50	45.70	47.75	48.50	50.55	54.60	†55.45	57.75	†79.75	†81.40
April 2	Tubes	3.20	3.45	3.75	4.20	4.30	4.45	4.75	4.95	5.50	5.65	5.90	6.10	6.25	6.45	6.60	7.35	7.50	7.65	7.80	8.10	8.25	9.05	9.30	9.40	10.25	10.40
Porter Rubber Co.,	Giant	c13.70	c14.95	......	c19.50	c20.60	22.10	*24.00	......	......	c28.75	*29.40	*30.25	*31.20	*32.05	*33.00	......	*41.15	*42.00	*43.35	*44.35	*45.48	*51.00	q52.00	*53.90	......	......
Salem, O.	N.S.	c14.60	c15.95	......	c20.85	c22.00	23.90	*25.40	......	......	c31.75	*32.20	*33.25	*34.00	*35.85	*36.25	......	*44.55	*45.25	*46.50	*47.75	*49.00	*54.50	q56.00	*57.25	......	......
Jnauary 25 (5000 miles)	G.T	2.85	3.00	......	3.60	3.70	3.75	3.95	......	......	4.75	4.95	5.05	5.25	5.45	5.60	......	6.35	6.50	6.60	6.75	6.95	7.85	8.00	8.15	......	......
	R.T.	3.15	3.40	......	3.95	4.10	4.20	4.40	......	......	5.30	5.45	5.65	5.85	5.95	6.15	......	7.15	7.25	7.35	7.50	7.75	8.75	8.90	9.00	......	......
Quaker City Rubber Co.,	P.	†14.30	†15.15	†16.00	19.45	†20.35	22.45	24.95	......	......	†30.20	30.70	32.00	32.55	*33.95	34.50	c41.25	......	44.15	*45.80	46.40	*48.15	*52.25	52.80	*54.90	q71.35	q74.30
Philadelphia, Pa.	"T.T.T" N.S.	†15.85	†16.85	†18.05	21.60	†22.45	24.95	27.85	......	......	†33.55	34.15	35.55	36.20	*37.75	38.35	c43.40	......	46.50	*48.30	48.85	*50.60	*54.95	55.60	*57.75	q75.15	q78.25
April 2 (5000 miles)	G.T.	3.20	3.35	3.50	3.75	3.95	4.00	4.20	4.35	5.00	5.10	5.40	5.50	5.60	5.80	5.90	6.80	7.00	7.05	7.15	7.25	7.45	8.55	8.65	8.90	9.45	9.85
	R.T.	3.50	3.70	3.90	4.15	4.35	4.40	4.60	4.85	5.50	5.55	5.95	6.05	6.15	6.40	6.50	7.55	7.70	7.75	7.85	8.00	8.20	9.40	9.50	9.80	10.40	10.90
Racine Auto Tire Co.,	P.	c14.00	c14.50	c15.50	18.50	c19.00	20.50	21.50	......	c26.50	c24.50	26.50	27.00	27.50	29.00	29.50	......	d33.50	34.50	36.00	37.00	38.00	42.00	43.00	44.00	q63.00	q64.00
Racine, Wis.	N.S.	c15.00	c15.50	c17.50	19.50	c20.00	22.00	25.00	......	c28.50	c29.00	29.50	30.00	30.50	32.50	33.50	......	d39.00	40.00	41.00	42.00	43.00	49.00	49.00	49.50	q67.00	q68.00
"Horse Shoe"	Cord	......	......	......	c32.00	......	d33.00	d36.00	......	......	c40.00	d41.00	d42.00	43.00	......	......	......	d49.00	51.00	52.00	54.00	......	64.00	......	66.00	......	q83.00
April 2 (5000 miles)	G.T.	2.75	2.85	3.10	3.25	3.35	3.40	3.00	......	4.25	4.45	4.60	4.75	4.85	4.95	5.05	......	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.65	7.95	8.00
	R.T.	......	3.40	......	4.25	4.35	4.45	......	......	......	5.45	5.50	5.60	5.75	......	6.25	......	......	7.50	7.75	7.80	7.90	8.80	8.95	9.25	9.50	9.75
Racine Rubber Co.,	(3500 miles) P.	12.90	13.80	16.10	17.00	17.95	19.05	22.15	25.85	27.25	26.10	26.60	28.40	29.15	29.90	30.40	39.25	36.75	37.95	38.50	39.10	41.95	44.30	47.95	51.60	62.70	64.75
Racine,	Country Road (5000 m.) N.S.	15.05	16.15	18.95	19.60	20.55	22.60	25.60	30.00	31.95	30.00	31.60	33.45	33.95	34.30	34.60	46.20	44.00	44.65	46.70	47.40	49.25	54.70	55.50	62.40	74.00	76.00
Wis.	Trusty N.S.	19.85	21.20	23.50	27.60	29.10	31.75	35.95	45.90	37.50	38.45	39.20	41.15	42.00	43.40	44.80	......	53.10	54.90	57.35	58.20	60.60	67.45	68.50	71.45	94.50	96.65
April 2	Ribbed Cord	......	......	......	......	......	......	......	......	......	......	45.90	47.15	48.40	......	......	51.75	53.05	54.50	55.75	57.20	......	67.80	69.35	70.90	84.10	86.00
	N.S. Cord	......	......	......	......	......	......	......	......	......	......	48.95	50.25	51.60	......	......	55.15	56.55	58.05	59.45	60.90	......	72.20	74.00	75.65	89.65	91.70
	G.T.	2.85	3.00	3.25	3.50	3.60	3.75	3.90	4.15	4.60	4.70	4.90	5.00	5.20	5.40	5.50	6.20	6.35	6.45	6.55	6.75	6.90	7.85	7.95	8.10	8.45	8.65
	R.T.	3.40	3.70	3.95	4.05	4.30	4.40	4.60	4.85	5.40	5.50	5.65	5.95	6.10	6.25	6.50	7.20	7.45	7.50	7.70	7.80	8.05	9.15	9.30	9.40	9.90	10.00
Republic Rubber Co.,	P.	c12.80	c13.80	c17.60	17.55	c18.85	20.45	23.30	†29.60	†31.30	†27.35	27.90	29.30	29.90	31.30	31.80	42.90	*38.40	39.75	41.60	42.20	43.95	48.70	49.40	51.65	†81.80	71.10
Youngstown, O.	WM N.S.	c13.55	c14.45	......	18.75	......	21.50	24.45	......	......	c28.75	29.30	30.80	*31.40	......	......	q47.55	......	q41.45	*43.70	*44.30	......	*48.85	......	*51.60	......	......
April 2	Staggard N.S.	c14.95	c16.10	c20.45	20.45	c22.15	23.95	27.20	†34.85	†36.60	†32.00	32.65	34.20	34.95	36.65	37.15	50.25	45.00	46.50	48.60	49.34	51.45	60.90	61.76	64.54	†89.70	88.95
	G.T.	2.90	2.95	3.20	3.45	3.60	3.75	4.15	4.40	4.90	5.05	5.20	5.35	5.55	5.70	5.85	6.55	6.75	6.80	6.95	7.05	7.35	8.25	8.40	8.50	8.95	9.10
	R.T.	3.35	3.55	3.85	4.15	4.35	4.40	4.65	4.90	5.45	5.60	5.70	5.95	6.20	6.40	6.50	7.30	7.30	7.60	7.70	7.90	8.15	9.15	9.30	9.50	9.90	10.20
Reynolds, W. C.,	P.	......	17.50	......	21.90	......	24.90	27.50	......	......	31.60	33.90	35.10	36.10	37.70	38.80	44.55	45.65	47.60	48.85	49.30	49.90	57.50	58.90	59.75	70.30	72.80
129 W. 37th St., N.Y.	N.S.	......	24.40	......	29.80	......	31.60	34.65	......	......	40.10	41.45	42.70	44.60	45.70	46.80	54.80	55.90	57.75	58.45	59.70	60.90	67.70	68.50	69.75	90.50	93.25
"Para"	T.	......	3.75	......	5.25	......	5.50	6.00	......	......	7.25	7.50	7.50	8.00	8.00	8.50	9.50	10.00	10.00	10.00	10.50	10.75	10.00	11.50	12.50	13.75	14.75
Rubber Ins. Metals Co.,	P.	c16 50	c16.56	c20.96	§21.51	c23.76	24.48	*26.62	c28.38	†30.80	†29.04	29.43	30.91	32.34	32.67	33.44	†41.53	d36.36	39.93	41.14	42.35	43.45	48.84	†50.38	51.59	†67.21	†68.64
Plainfield, N.J.	N.S.	c19.44	c19.67	c24.21	§24.90	c27.20	28.69	*32.09	c34.33	†35:36	†33.58	34.21	35.71	36.40	37.72	38.18	†47.27	d46.46	48.07	49.57	52.44	54.17	58.71	59.86	64.06	†80.04	†84.87
"Century"	R.T.	3.10	3.20	3.40	4.10	4.25	4.40	4.70	5.00	5.10	5.20	5.30	5.50	5.65	5.75	5.90	6.65	......	7.10	7.25	7.50	7.75	8.50	8.70	9.00	10.30	10.50

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Rubber Products Co.,	P.	......	17.20	......	22.05	23.50	25.45	28.55	......	......	32.60	33.30	34.65	35.35	37.10	37.70	......	41.15	42.35	43.70	44.90	46.15	52.30	53.85	55.30	......	......
Barberton, O.	Stronghold N.S.	......	18.85	......	24.15	25.45	27.75	31.25	......	......	35.70	36.25	37.95	38.70	40.60	41.15	......	47.10	48.75	50.35	54.20	56.60	60.70	61.45	63.90	......	......
April 1 (5000 miles)	G.T.	......	3.60	......	4.40	4.45	4.55	4.85	......	......	5.90	6.05	6.30	6.50	6.70	6.90	......	7.90	8.05	8.20	8.35	8.60	9.65	9.80	10.05	......	......
	R.T.	......	3.95	......	4.80	4.85	5.00	5.20	......	......	6.55	6.75	6.95	7.10	7.30	7.55	......	8.40	8.55	8.70	9.10	9.25	10.40	10.55	10.75	......	......
Savage Tire Co.,	P.	c12.00	c12.65	16.45	c16.05	c16.85	18.40	20.45	*25.75	†26.65	c23.80	24.70	25.60	26.05	27.25	28.50	......	*34.90	*36.35	*37.60	*38.20	*39.40	*42.75	*43.25	*45.00	q67.40	q59.90
San Diego, Cal.	N.S.	c14.20	c15.20	19.80	c19.30	c20.25	22.00	24.75	*29.80	31.25	c27.85	28.30	29.30	29.85	31.30	32.80	......	*39.20	*41.40	*43.15	*43.95	*46.30	*46.45	*49.45	*51.15	q77.10	q68.20
April 16	Grafinite T.	3.15	3.25	3.50	3.95	4.10	4.25	4.50	4.90	5.20	5.15	5.35	5.40	5.45	5.55	5.65	......	6.55	6.80	6.90	7.15	7.30	8.05	8.30	8.40	9.90	10.05
Semple Rubber Co.,	Semco R.T.	3.60	3.75	3.90	4.50	4.60	4.75	5.05	......	......	6.05	6.20	6.40	6.60	6.75	6.95	7.95	8.20	8.35	8.50	8.70	8.90	9.85	10.05	10.35	11.00	11.35
Trenton, N. J. April 30																											
Sterling Tire Corp.,	High Bar N.S.	c15.18	c18.09	......	§23.18	......	*25.91	......	......	......	30.23	*37.95	*39.22	*40.48	......	q40.48	......	*51.87	*53.13	*54.40	*55.66	*56.93	*63.25	*64.52	*67.05	q70.84	q73.37
Rutherford, N.J.	Sterling R.T.	3.71	3.97	4.28	5.40	5.50	5.66	6.05	6.31	6.29	6.47	6.59	6.83	7.02	7.14	7.38	8.11	8.40	8.65	8.89	9.13	9.44	10.46	10.70	10.89	12.46	12.83
April (5000 miles)																											
Schavoir Rubber Co.,	G.T.	3.05	3.10	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.00	8.10	10.00	9.45
Stamford, Conn.	R.T.	3.10	3.35	3.80	4.20	4.25	4.30	5.00	5.35	5.50	5.30	5.40	5.55	5.70	6.00	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.60	8.70	8.95	11.10	10.50
April 2	Jumbo R.T.	......	......	......	......	......	......	......	......	......	6.70	6.90	7.05	7.15	7.35	7.50	......	8.40	8.80	9.05	9.20	9.40	10.90	11.10	11.25	......	13.15
Smith Canvas Tread Tire Co.,		†19.50	†22.49	......	27.60	†31.05	31.63	34.16	......	†39.40	†40.10	40.91	41.73	42.55	44.18	45.82	52.90	53.29	54.00	57.28	58.10	58.93	65.37	67.09	70.37	†88.38	†91.66
Utica, N.Y.	Tubes	4.24	4.45	......	5.12	5.54	6.10	6.49	......	6.74	7.58	7.73	7.96	8.19	8.34	8.68	8.84	9.25	9.92	10.20	10.66	10.89	11.97	12.11	12.50	14.31	14.58
April (6000 miles)																											
Standard Four Tire Co.,	P.	12.25	12.75	......	16.25	......	19.20	......	......	......	25.30	25.75	27.25	27.70	......	......	......	......	37.95	39.30	39.95	41.55	......	......	48.75	......	......
Keokuk, Iowa	N.S.	......	14.25	......	18.15	19.40	21.45	......	......	......	28.65	29.15	30.80	31.35	......	33.55	......	......	42.50	44.20	44.70	46.40	......	......	57.35	......	......
April 10 (4500 miles)	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	9.45
	R.T.	3.30	3.40	......	4.15	4 25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	10.80
Standard Tire & Rubber Mfg.Co.,	P.	18.00	18.60	......	23.00	24.40	25.60	29.00	......	31.00	31.40	32.40	34.00	35.00	36.00	37.00	......	42.80	43.60	44.40	45.60	46.80	53.00	54.60	56.00	72.00	80.00
Cleveland, O.	N.S.	19.00	20.80	......	27.20	29.00	31.60	33.00	......	35.60	36.40	37.20	38.00	39.00	40.20	41.40	45.00	46.40	47.20	48.40	51.00	52.80	58.40	61.60	63.40	82.60	88.00
April 6	"Cleveland Standard" G.T.	3.20	3.35	3.55	3.90	4.05	4.15	4.40	4.50	5.15	5.30	5.50	5.65	5.80	6.10	6.20	6.90	7.05	7.15	7.35	7.55	7.75	8.50	8.70	8.90	9.40	9.70
(5000 miles)	R.T.	3.60	3.80	4.00	4.40	4.55	4.65	4.95	5.15	5.70	5.85	6.10	6.30	6.50	6.70	6.90	7.65	7.80	8.00	8.20	8.40	8.65	9.55	9.70	9.90	10.50	10.70
	Velvetread N.S.	......	c14.30	......	c17.90	......	d18.40	......	......	......	c23.80	d24.40	d25.60	26.80	......	......	......	d34.40	......	d36.20	d37.40	d39.20	d43.20	......	46.00	......	......
	"Willow" Tubes G.T.	3.00	3.10	......	3.50	3.60	3.70	3.90	......	......	4.35	4.45	4.65	4.75	4.85	4.95	......	5.80	5.85	5.95	6.05	6.15	7.00	7.10	7.20	......	8.20
	R.T.	3.30	3.40	......	3.95	4.05	4.15	4.30	......	......	4.90	5.00	5.25	5.35	5.45	5.55	......	6.50	6.55	6.65	6.80	7.00	7.80	8.00	8.10	......	9.15
Star Rubber Co.,	Ribbed	......	c19.20	......	c23.00	c24.90	*26.80	......	......	......	§33.00	d34.10	d35.20	*36.30	......	......	q42.55	d43.90	*44.15	*46.85	*49.75	......	*57.80	q60.35	*62.20	......	......
Akron, O.	All Star N.S.	......	......	......	c26.20	......	*30.00	......	......	......	§36.10	d37.30	d38.40	*39.75	......	......	45.70	d47.15	47.30	*50.00	*53.00	q54.75	*61.30	q63.85	*65.70	q80.50	q94.00
April 9	Pure Gum Tubes	......	3.65	......	4.70	4.90	5.10	5.40	......	......	5.95	6.10	6.30	6.45	6.65	6.80	7.60	7.80	8.00	8.20	8.45	8.65	9.80	9.65	10.00	11.60	11.65
Stern's Tire & Tube Co.,	Tubes	......	8.70	......	10.00	......	11.00	......	......	......	14.00	14.50	15.00	15.50	......	16.00	......	......	19.00	19.50	21.50	......	23.00	......	25.00	......	......
St. Louis, Mo. May 1	"Sternwear"																										
Swinehart Tire & Rubber Co.,	P.	c12.70	c13.70	c17.45	†17.45	c18.70	20.35	23.10	†25.90	......	c27.15	27.70	29.10	29.75	*31.15	31.60	†37.10	†38.20	39.50	*41.30	41.95	q43.75	*48.45	†49.20	51.35	q71.85	q67.45
Akron, O.	Ribbed	c14.25	c15.25	c19.40	†19.40	c20.90	22.70	25.75	†28.80	......	c30.25	30.90	32.45	33.15	*34.65	35.20	†41.30	†42.65	44.00	*46.00	46.70	q48.75	*57.70	†58.50	61.10	q84.00	q80.00
April 2 (5000 miles)	N.S.	c14.90	c16.00	c20.35	†20.35	c21.95	23.85	27.05	†30.30	......	c31.75	32.45	34.05	34.80	*36.40	36.95	†43.35	†44.80	46.20	*48.30	49.05	q51.20	*60.60	†61.45	64.15	q88.40	q84.25
	Tubes	2.90	3.00	3.20	3.40	3.55	3.60	3.80	3.95	......	4.70	4.85	5.00	5.10	5.20	5.30	6.20	6.30	6.35	6.45	6.60	6.80	7.75	7.90	8.05	8.40	8.60
Ten Broeck Tire Co.,	P.	c11.27	c11.90	c15.12	15.06	c15.81	17.42	*19.43	q24.72	c26.85	c23.28	23.63	24.72	25.18	*26.16	26.45	c38.81	......	*34.55	35.88	36.28	*37.66	q42.32	†42.83	43.35	†68.36	q58.19
Louisville, Ky.	N.S.	c12.65	c13.51	c17.36	17.71	c18.57	20.24	*22.88	q29.38	c26.56	c27.71	28.23	29.67	30.30	*31.74	32.25	c38.06	......	*39.21	41.09	41.57	*42.24	q46.51	†47.26	49.22	†79.92	q67.79
	G.T.	2.75	2.86	3.02	3.24	3.35	3.41	3.57	3.74	4.34	4.45	4.62	4.73	4.84	4.95	5.06	5.88	......	6.05	6.16	6.27	6.43	7.37	7.48	7.64	8.19	8.30
Thermoid Rubber Co.,	P.	†10.80	†11.60	†12.90	15.10	†16.00	17.40	19.56	†20.80	†21.95	†23.15	23.60	24.80	25.30	26.50	27.00	†33.70	34.30	33.70	35.20	35.70	37.25	†39.25	†39.90	41.00	†55.75	†57.90
Trenton, N.J.	N.S.	†12.15	†13.10	†14.60	17.00	†18.00	19.50	22.15	†23.40	†24.70	†26.10	26.55	27.90	28.45	29.80	30.35	†37.95	38.60	37.95	39.60	40.15	41.85	†44.20	†44.80	46.80	†62.80	†64.60
"Nassau"	G.T.	2.75	2.85	3.00	3.25	3.35	3.40	3.55	3.75	4.25	4.45	4.60	4.75	4.85	4.95	5.05	5.90	5.95	6.00	6.15	6.25	6.45	7.35	7.45	7.65	8.00	8.30
	"Thermoid" N.S.	c21.05	c21.20	......	c26.65	c28.45	*30.60	*33.25	......	......	c36.95	*38.25	*39.30	*40.75	*41.30	*43.95	......	......	*48.75	*50.80	*53.90	*55.45	q61.80	q63.90	*66.25	d81.85	d87.80
March 1 (6000 miles)	R.T.	3.25	3 35	......	4.30	4.45	4.60	4.95	......	......	5.40	5.50	5.70	5.90	6.00	6.15	......	......	7.30	7.45	7.75	8.00	8.75	8.95	9.25	10.60	10.80
Tyer Rubber Co.,	P.	c13.00	†14.5	q16.00	†18.20	c19.25	*20.95	*23.75	......	q26.40	c27.85	*28.50	*29.90	*30.60	*31.95	*32.45	......	......	*40.65	*42.45	*43.05	*44.85	*47.30	*48.05	*50.25	q67.10	q69.20
Andover, Mass.	Hold-Tite N.S.	c14.20	†15.75	q17.15	†20.10	c21.15	*22.85	*25.60	......	q28.90	c30.30	*30.95	*32.40	*33.00	*34.45	*34.95	......	......	*43.75	*45.55	*46.15	*47.95	*50.45	*51.15	*53.35	q72.65	q74.75
April 9	Tourist G.T.	2.75	2.85	3.00	3.35	3.45	3.55	3.75	......	4.35	4.50	4.65	4.80	4.95	5.15	5.30	......	......	6.15	6.25	6.45	6.60	7.45	7.55	7.65	8.20	8.40
(4000 miles)	Tourist R.T.	3.10	3.20	3.30	3.75	3.85	3.95	4.15	......	4.85	5.00	5.15	5.35	5.50	5.65	5.85	......	......	6.85	6.95	7.15	7.40	8.25	8.40	8.50	9.15	9.30
"Tyrian"	Extra-Heavy G.T.	3.15	3.30	3.50	3.75	3.80	3.90	4.15	......	5.00	5.15	5.35	5.45	5.60	5.75	5.90	......	......	6.90	7.10	7.25	7.40	8.40	8.55	8.75	9.40	9.55
	Extra Heavy R.T.	3.50	3.65	3.80	4.15	4.25	4.35	4.65	......	5.60	5.75	5.90	6.05	6.20	6.35	6.50	......	......	7.65	7.90	8.05	8.20	9.40	9.55	9.75	10.46	10.60
U. & G. Rubber Mfg. Co.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	......	......	24.30	24.75	25.95	26.50	30.25	28.25	......	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	......	......
Trenton, N.J.	N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	......	......	25.45	26.00	27.15	27.85	31.80	29.65	......	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	......	......
April 2	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	......	......	4.75	4.85	5.00	5.15	5.80	5.50	......	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	......	......
(3500 miles)	R.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.05	......	......	5.30	5.40	5.55	5.70	6.45	6.10	......	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	......	......
United States Tire Co.,	P.	13.55	12.55	15.30	16.30	17.15	18.90	24.70	27.50	30.70	24.95	25.45	26.65	27.30	32.90	29.00	39.80	35.60	36.75	38.40	39.00	40.60	43.80	51.15	46.45	69.90	83.15
1790 Broadway,	USCO N.S.	14.20	13.20	16.10	17.10	18.00	19.85	25.85	......	......	26.20	26.70	28.00	28.65	34.55	30.45	41.80	37.35	38.60	40.30	40.95	42.60	46.00	53.70	48.80	73.35	......
N.Y. City	Chain N.S.	16.10	14.90	18.15	19.40	20.40	22.30	29.00	32.35	37.35	30.45	31.00	32.65	33.30	40.15	35.40	47.90	42.85	44.30	46.30	47.00	48.95	52.60	61.50	55.70	83.15	99.75
"G. & J.," "Revere,"	Nobby N.S.	18.80	20.10	25.75	26.10	27.50	30.00	39.15	43.45	44.70	36.35	37.10	38.95	39.70	45.30	42.35	62.00	50.20	51.90	54.25	55.00	57.30	63.80	64.75	67.55	89.35	91.35
"Hartford"	Royal Cord N.S.	......	......	......	......	......	35.85	......	......	......	......	45.60	46.75	48.05	......	50.75	51.20	52.70	54.20	55.45	56.75	58.15	67.25	68.75	70.35	......	75.90
April 2	G.T.	2.85	3.00	3.15	3.75	3.85	4.00	4.30	4.50	4.70	4.85	5.00	5.15	5.25	5.45	5.65	6.15	6.40	6.45	6.60	6.85	7.10	8.00	8.15	8.30	9.25	9.40
	R.T.	3.65	3.75	4.00	4.65	4.80	4.90	5.35	5.45	5.85	6.00	6.05	6.15	6.25	6.55	6.65	7.90	8.00	8.10	8.25	8.40	8.50	9.65	9.90	10.10	11.10	11.25
Universal Rubber Co.,	P.	10.75	11.10	......	14.40	15.20	16.85	......	......	......	22.10	22.50	23.60	24.10	......	25.70	......	31.45	32.45	33.95	34.50	35.90	38.75	39.25	41.05	......	......
Broad and Wood Sts.,	N.S.	11.30	11.65	......	15.10	15.95	17.70	......	......	......	23.15	23.65	24.70	25.30	......	26.95	......	33.00	34.15	35.65	36.25	37.70	40.70	41.50	43.10	......	......
Phila., Pa.	Gripwell G.T.	2.40	2.75	......	3.40	3.45	3.50	......	......	......	4.30	4.40	4.55	4.70	......	5.00	......	5.60	5.70	5.85	7.05	6.25	7.10	7.20	7.35	......	......
April 1 (4000 miles)	R.T.	3.00	3.05	......	3.80	3.85	3.90	......	......	......	4.80	4.90	5.05	5.20	......	5.55	......	6.20	6.35	7.50	6.70	6.95	7.90	8.00	8.15	......	......
Vaulry Tire Co., April 20	N.S.	......	20.10	......	27.80	......	30.60	......	......	......	......	42.90	43.10	46.10	......	48.30	60.30	60.40	61.00	63.60	64.80	66.20	70.40	72.50	75.80	91.20	98.70
Trenton, N.J. (5000 m.)	Ex. Hy. R.T.	......	4.65	......	5.60	......	5.70	......	......	......	......	7.55	7.80	8.25	......	8.50	9.75	9.80	10.20	10.30	10.90	11.30	12.15	12.35	12.70	13.00	13.40
Victor Rubber Co.,	P.	15.55	16.40	......	20.25	21.30	23.50	......	......	......	31.40	31.95	33.35	33.90	35.35	35.75	......	41.80	42.25	44.00	44.40	46.10	52.40	53.10	55.10	70.45	71.25
Springfield, O.	Ribbed	16.35	17.20	......	21.30	22.35	24.70	......	......	......	32.95	33.55	35.00	35.65	37.15	37.50	......	44.00	44.45	46.30	46.75	48.50	55.15	55.85	57.95	74.15	75.00
April 2 (5000 miles)	N.S.	17.35	18.40	......	22.85	25.60	26.25	......	......	......	35.20	35.80	37.35	38.10	39.60	40.00	48.25	48.50	49.00	50.00	52.50	54.30	61.80	62.50	64.90	83.15	8.400
	Victor G.T.	3.10	3.30	......	3.85	4.15	4.25	......	......	......	5.20	5.30	5.45	5.60	5.85	6.00	6.80	6.95	7.10	7.25	7.45	7.60	8.50	8.65	8.85	9.35	9.65
	Victor R.T.	3.40	3.60	......	4.25	4.80	4.90	......	......	......	5.75	5.95	6.10	6.30	6.45	6.60	7.70	7.75	7.90	8.15	8.30	8.45	9.40	9.60	9.80	10.60	10.75
	Springfield Tube	4.25	4.50	......	5.55	5.70	5.80	......	......	......	6.75	6.90	7.10	7.25	......	7.55	......	8.85	9.05	9.30	9.50	9.70	10.55	10.80	11.00	12.80	13.45
	Springfield R.T.	4.60	4.85	......	6.00	6.10	6.20	......	......	......	7.30	7.40	7.60	7.75	......	8.15	......	9.60	9.80	10.05	10.25	10.45	11.40	11.60	11.90	13.90	14.55

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Vulcanised Products	(4000 miles) P.	17.30	17.60	......	23.00	......	25.10	......	......	......	29.30	30.40	31.50	32.60	......	34.65	......	......	40.15	41.35	42.50	43.65	49.35	50.75	52.10	......	......
Co.,	(6000 miles) Suction Tread N.S.	19.65	19.90	......	25.95	......	29.95	......	......	......	36.15	37.40	38.50	39.90	......	42.00	......	......	46.65	48.10	52.20	53.70	59.30	60.55	64.80	......	......
Muskegon, Mich.	G.T.	3.05	3.15	......	3.65	......	3.75	......	......	......	4.90	5.15	5.25	5.35	......	5.60	......	......	6.70	6.85	7.05	7.25	8.15	8.45	8.55	......	......
April 2	R.T.	3.30	3.50	......	4.05	......	4.15	......	......	......	5.50	5.65	5.85	5.95	......	6.20	......	......	7.40	7.55	7.85	8.00	9.00	9.25	9.35	......	......
Voorhees Rubber Mfg.	Model G.T.	2.75	2.85	2.95	3.25	3.30	3.40	3.60	3.75	4.35	4.45	4.60	4.75	4.85	4.95	5.05	5.85	5.95	6.05	6.15	6.25	6.40	7.35	7.50	7.65	8.15	8.30
Co.,	Ideal R.T.	3.15	3.30	3.50	3.70	3.80	3.90	4.25	4.50	4.85	5.00	5.10	5.30	5.50	5.65	5.85	6.95	7.05	7.20	7.35	7.55	7.75	8.95	9.10	9.20	9.95	10.10
Jersey City, N.J. February 10																											
Vulcan Rubber Co.,	G.T.	2.90	3.05	......	3.55	3.70	3.80	4.00	......	......	4.80	4.95	5.10	5.35	5.50	5.65	......	......	6.50	6.65	6.80	......	......	......	......	......	......
Erie, Pa. Mar. 1	Indian R.T.	3.20	3.40	......	3.95	4.15	4.20	4.45	......	......	5.35	5.50	5.70	5.95	6.10	6.20	......	......	7.25	7.40	7.55	......	......	......	......	......	......
Wilson Tire & Rubber Co.,	P.	§11.40	§11.10	......	§14.40	......	§16.85	......	......	......	......	§22.50	......	§24.10	......	......	......	......	......	......	......	......	......	......	......	......	......
Springfield, Ill.	Wearwell N.S.	§11.95	§11.65	......	§15.10	§15.95	§17.70	......	......	......	§23.15	§23.65	24.70	§25.30	......	......	......	......	......	......	......	......	......	......	......	......	......
March 1	G.T.	2.80	2.75	......	3.40	3.45	3.50	......	......	......	4.30	4.40	4.55	4.70	4.85	5.00	......	......	5.70	5.85	6.05	6.25	7.10	7.25	7.35	8.00	......
	R.T.	3.10	3.05	......	3.80	3.85	3.90	......	......	......	4.80	4.90	5.05	5.20	5.35	5.55	......	......	6.35	6.50	6.70	6.95	7.90	8.00	8.15	8.80	......
	N.S.	......	......	......	......	c37.80	......	......	......	......	d49.25	......	d53.90	......	......	......	......	......	......	d65.45	......	d67.75	q78.75	......	*82.55	d90.00	......
(6000 miles)	Wilson G.T.	3.10	3.05	......	3.75	3.80	3.85	......	......	......	4.75	4.85	5.00	5.20	5.80	5.50	......	......	6.30	6.45	6.65	6.85	7.70	7.90	8.05	8.40	......
	R.T.	3.40	3.35	......	4.20	4.25	4.30	......	......	......	5.30	5.40	5.55	5.70	6.45	6.15	......	......	6.95	7.15	7.35	7.60	8.50	8.70	8.85	9.30	......
Woodworth Mfg. Corp.,	P.	18.55	19.70	......	26.50	27.35	28.50	30.45	......	......	37.70	39.15	40.50	41.75	43.00	44.30	......	......	56.65	58.45	60.05	61.90	67.90	70.00	72.00	......	......
Niagara Falls, N.Y.	N.S	20.85	22.00	......	29.30	30.60	31.90	33.15	......	......	42.50	44.00	45.55	47.10	48.55	50.10	......	......	63.75	65.80	67.60	69.60	76.40	78.70	80.95	......	......
April 2 (5000 miles)	T.	3.90	4.00	......	4.40	4.55	4.65	4.95	......	......	6.35	6.60	6.70	6.80	6.90	7.10	......	......	8.65	8.90	9.20	9.40	10.00	10.35	10.55	......	......
Zee-Zee Rubber Co.,	P.	16.95	17.52	18.78	20.62	21.43	22.84	23.66	......	27.96	28.58	29.41	30.23	31.05	31.87	32.63	40.48	41.37	42.25	43.14	43.76	45.28	47.44	48.07	50.60	62.57	65.85
Yardville, N. J.	N.S.	18.85	19.61	20.68	23.08	23.46	24.91	27.32	......	29.09	29.85	31.25	32.38	33.09	34.29	35.36	43.20	44.02	44.85	45.54	47.31	48.82	51.11	52.69	53.51	66.28	71.15
Apr. 17 (5000 miles)	Brazilian T.	3.47	3.74	3.96	4.29	4.39	4.49	4.59	......	5.49	5.60	5.71	5.98	6.19	6.26	6.42	7.37	7.54	7.65	7.69	7.81	8.14	9.70	9.79	10.21	11.31	11.86

Used Car Problems

(Continued from page 120)

ances made in one western city during the past three months and I will just mention a few to show the absurdity of this whole used car game.

1917 Chevrolet Four Ninety	$475.00
1916 Ford Touring	350.00
1916 Oakland Touring..................	850.00
1916 Mitchel 7 Touring	1150.00
1916 Overland	600.00

How can a dealer making allowances such as these hope to break even or hope to stay in business for even a short time.

The individual knows he can get a greater allowance on his used car than he could sell it for. Many of them know that it would cost them a good sum to paint and repair their machine, so they pay a matter of a few hundred dollars and get a new car. They do this year after year and when it is all figured up the average man can be the owner of a perfectly new up-to-date $1,500 car for an outlay of probably $1.50 to $1.75 a day.

In no other industry is this possible. If it were, most of us would wear new clothes every day and have new furniture every year. The pride of ownership would be enough to make us pay a little more than we do now.

Now is the time for reform. I recently visited several dealers both large and small, throughout the country, and three-quarters of them voluntarily brought up this used car problem. The dealer alone is responsible for the condition of the used car problem, and the dealer alone must do the reforming. By allowing things to go on just as they have can never accomplish anything. The dealer can put in his first wedge by holding the salesmen responsible for each used car taken in exchange where the salesman has made too great an allowance. The commission to the salesman should be either held up until the used car is resold for a price as large as the allowance made on it, or else the salesman himself should stand any loss incurred. Only a few of these losses would bring the salesman to a point where he would not make an allowance on a used car unless he were certain that amount would be obtained again on a resale.

Start the reform in your own office and just admit you can't reform your competitor.

When a new company is started, the dealers offer fabulous allowances on used cars. This is generally their method of forcing the sale of their new products, and the loss sustained at that time is charged up to advertising and sales promotion. To attempt to compete with these dealers is utterly foolish, as they are comnig up every few days, and to compete with them means a straight path to bankruptcy.

Just bear in mind that your business is selling new cars—sell your new car first, then make your allowance for the old car an unimportant part of the sale. Be a merchant first, last and all the time, buying for one price and selling for a profit.

If you must lose on used cars, don't deceive yourself with the idea that you can make it up on another sale. It can't be done. Admit the loss, charge it up to poor merchandising, and become a better merchant.

Holley kerosene vaporizers for Ford tractors are to be made in England by the Holley Bros. Co., Detroit. A plant is to be established in Coventry, where the vaporizers will be manufactured. They will be supplied to the British Government at cost. Arthur Dugrey is now in England in charge of the enterprise.

Orphan Car Dealers

Parts of Orphan Cars are Carried in Stock by the Dealers Listed Below. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

Abbott	8-64-118-1-49-151-162
Acme	118
Adams Truck	92
Aerocar	8-9-118
Alco	1-2-64-79-118-120-149
Alden-Sampson	137
Allen-Kingston	64-107
Allis-Chalmers	118
Alpena	64-118
American	3-8-9-24-64-89-92-118-152
American Mors	129
American Truck	9-149
American Voiturette	137
Ames	8
Amplex	64-149-152
Anchor	4
Anhut	9-118
Ardsley	6
Argo	118
Atlantic	118
Atlas	8-11-64-118-149
Autocar	7
Autocrat Defender	152
Babcock	14-64-118
Badger	8-118-130
Barnes	10-118
Benham	64-118
Bergdoll	8-18-64-89-118-148-149-152
Berkshire	8-17-19-118
Berliet	2
Bessemer	44
Black Crow	20-42
Blomstrom	118
Borland	118
Briggs-Detroiter	118
Brintell	118
Browniekar	74
Broc (Electric)	118
Brodesser	118
Brush	48-64-118-137-153-157
Buffalo (Electric)	118
California	25-118
Cameron	26
Carhartt	8-9-64-118
Car Nation	8-9-27-83-118
Cartercar	118-152-153
Carthage	118
Cavac	118
Century	118
Chadwick	30
Chief	34
Cino	69-118
Cinco	118
Clark	3-35-36-97-118
Clark-Carter	44-45-46-56-118
Cleveland	55-61-146-149
Coates Goshen	37-64-104
Colby	133
Colburn	38-57-118
Colley	118
Columbia	40-137-149
Columbus (Electric)	106
Connersville	118
Continental	118-149
Corbin	41-149
Corbitt	118
Correja	8-64-149
Courier	8-118-137-153
Courier-Clermont	137
Crescent	8-109-118
Craig Toledo	39-118
Cricket	118
Crow	8-20-42-118
Croxton	8-9-118
Croxton-Keeton	83-118-149
Cutting	8-70-118
Dart	9-118
Dayton	118
Dearborn-Detroit	77
Deal	9
Deere-Clarke	89
De Luxe	118
De Mot	118
Deschaum	118
De Tamble	3-8-50-18-153
Detroit-Chatum	118
Dolson	8
Dragon	114-118
Duer	33
Durocar	118
Eclipse	141
Economy	154
Edwards	53-118-147
Elk	118
Elmore	8-9-64-118-137-149
E. M. F. 30	138-148-149-152-153
Everett	8-64-137-148-149
Everitt	118-137
Ewing	58-64-118-149
F. A. L.	8-9-83-118
Fawick	145
Findlay	58
Firestone Columbus	8-106-118-154
Flanders	8-118-137-138-148-149-153
Fuller	80
Gaeth	60
Garford	55-61-118-149
G. J. G.	64-118-149
Grabowski	64-118-149
Gramm	61-118
Gramm-Logan	61
Gleason	16
Great Smith	16-134
Great Western	8-66-152
Green Dragon	154
Grout	118-123
Halliday	8-152
Hart-Kraft	113-119
Hassler	163
Havers	63-64-118
Hazard	118
Henderson	3-8-9-23-73-118-152
Henry	8-64-105-118-133
Herreshoff	3-64-89-118
Hewitt	79-149
Holsman	97
Houpt	107
Imperial	8-78
Indiana	118
Jenkins	118
Jewell	43
Johnson	82
Keeton	9-27-84-118
Kelly Springfield	118
Kelsey	11-86
Kermath	118
Kline	118-148-149
Knox	1-149-152
Komet	85
Krall	118
Krit	8-9-87-118-148-150-152-153
Lansden	88
Lewis	3
Lenox	8-118-158-159
Lion	3-9-83-89-91-118
Little Four	8-32
Little Six	118
Logan	61-68
Lozier (Old)	114-118-149
L. P. C.	3-9
Luverne (1913)	8-158-159
McIntire	118
Marathon	93-118-149
Marion	3-8-9-64-83-92-94-118-139-149-151
Marron	118
Marquette	118-149
Marvel	118
Mason	56-95-118
Mather	118
Matheson	96-149
Maxwell Briscoe	137-149
Maxwell (Old)	8-118-137-149
Maytag	95-118
Merchant	118
Meteor	8-98-118
Metzger	137-160
Michigan	8-9-46-64-83-101-114-118
Middleby	65-90-118
Midland	8-9-83-89-102-118-152
Mier	103
Miller	8-118
Milwaukee	70
Monarch	118
Mora	64-114-149
Moyer	8-118
Nance	64
Northern	9-118
Northwestern	118
Nyberg	3-8-9-89-92-118
Ohio	8-109-118-133-148-149-152
Oliver	111-118
Omaha	8-118
Only	161
Orient	100
Orson	51-149
Oswald	154
Overholt	133
Owen	118
Packers	118-149
Paige 3-cylinder	118
Palmer Singer	8-51-118-132-133-149
Palmer-Moore	164
Panhard	13-149
Parry	8-112-148-153
Paulding	5
Peabody	118
Penn	8-23-118-149
Pennsylvania	23-29-118-149
Peru	118
Petrel	59
Pierce-Racine	28-115-118
Pioneer	116
Pittsburgh	31
Pope-Hartford	21-71-118-127-143-149-152-153
Pope Toledo	12-149-152-153
Pope Tribune	71
Poss	118-148
Pratt-Elkhart	54
Premier	3
Pungs-Finch	117-118
Queen	9-118
Randolph	9-49-118-121
Rainier	61-118-149
Rapid	118-148
Rayfield	75
R. C. H.	8-24-64-114-118-122-148-149
Reading	65
Reed	3-118
Reliable-Dayton	118
Reliance	118
Republic	124
Ricketts	125
Rider-Lewis	3-9-89-92-118
Royal Tourist	118-128-149
Russell	8-158-159
Sampson	8-118-137-149
Sandusky	46
Schacht	8-62-118
Scripps Booth Cycle Car	118
Selden	8-64-118-149-152
S. G. V.	51-108-149
Sibley	131
Sommer	135
Southern	118-136
Spaulding	118
Speedwell	8-67-118-152-155
Sphinx	8-156
Springfield	72
Standard Six	8-118-129
Star	103
Staver	8-118-133-148-152
Sterling	85
Stevens-Duryea	144-149-152-165-166-167-168
Stoddart-Dayton	8-48-118-137-148-149-152
Suburban	8-118
Sultan	64-149
Thomas	8-81-118-127-140-148-149-152-153
Tincher	33
Tourine	64
Tourist	24
Traveler	142
Twombly	52
Trumbull	89
Van	56
Van Dyke	118
Victor Thomas Detroit	5-118-149
Virginian	8
Wagenhalls	126
Wahl	15-70-118
Walters	8
Waltham Orient	100
Warren	8-64-118-148-152
Washington	118
Waverly (Elec.)	92
Wayne	118-152
Welch-Detroit	118-152
Welch-Marquette	110
Welch-Pontiac	118
Whiting	8-32-118
Woodworth	118
Yale	22
Zimmerman	8
Zip	16

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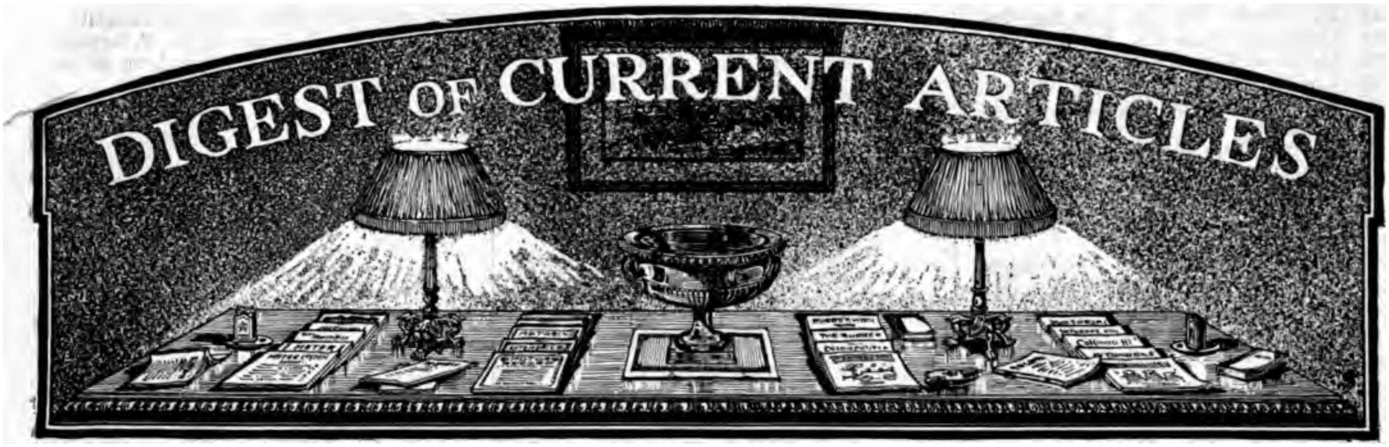
1 Alco Service Co., Phila., Pa.
2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
6 Ardsley Motor Car Co., Yonkers, N. Y.
7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Chicago.
9 Auto Parts Co., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E. 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City, Mo.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
19 Berkshire Motor Co., Pittsfield, Mass.
20 Black Mfg. Co., Chicago, Ill.
21 Boulevard Motor Co., Cambridge, Mass.
22 Brown-Lipe Gear Co., Syracuse.

23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
25 California Auto Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
31 Chester Engineering Co., Chester, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.
34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Corbin Motor Vehicle Co., New Britain, Conn.
42 Crow Motor Car Co., Elkhart, Ind.
43 Croxton Motor Car Co., Washington, Pa.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Waterloo, Iowa.
46 Dauch Mfg. Co., Sandusky, O.
47 Davidson's Repair Shop, N. Y. City.
48 Dayton Auto Parts Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
51 Drenco Mch. Co., N. Y. City.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
53 Edwards Motor Car Co., L. I. City, N. Y.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
57 Erickson & Stalnaker, Denver.
58 Ewing, L. E., Cleveland, O.
59 Filer & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
61 Garford Motor Truck Co., Lima, O.
62 General Auto Repair Co., Cincinnati, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorey & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Peru, Ind.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
75 Holmes Garage, Danville, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City, Mo.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N.Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkesbarre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
108 New Jersey Mchy. Co., Newark, N. J.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pioneer Car Mfg. Co., Oklahoma City, Okla.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
119 Quincy Engine Co., Chambersburg, Pa.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
125 Ricketts Auto Works, Detroit.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
131 Sibley Motor Car Co., Detroit.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka, Kas.
135 Sommer Motor Co., Detroit, Mich.
136 Southern Auto & Equipment Co., Atlanta, Ga.
137 Standard Motor Parts Co., Newcastle, Ind.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich. Ave., Chicago.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha, Wis.
146 Western Motor Car Co., Cleveland.
147 Willys-Overland, Inc., Toledo, O.
148 Auto Parts Co., St. Louis, Mo.
149 Pacific Motor Car Exchange Co., 221 W. 53d St., N. Y. City.
150 Motor Corporation, 1309 Race St., Phila.
151 Automobile Mechanics Corp., 221 W. 53d St., N. Y. City.
152 Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
153 Southern Welding Co., Waco, Texas.
154 Auto Salvage Co., Inc., Kansas City, Mo.
155 Kany, A. S., 251 Boyer St., Dayton, O.
156 Victor Motor Co., York, Pa.
157 Moore & Co., John, 2004 Broadway, N. Y. City.
158 Auto Gear Co., 844 8th Ave., N. Y. City.
159 Auto Gear & Parts Co., Atlanta, Ga.
160 Maxwell Motor Sales Co., Golden Gate Ave., San Francisco, Cal.
161 Loper, G. E., Port Jefferson, N. Y.
162 Smith, G. B., 228 Halsey St., Newark, N. J.
163 Hassler Motor Car Co., Indianapolis, Ind.
164 Moffitt's Sons, B. O., Binghamton, N. Y.
165 Stevens Duryea Service, Inc., 22 W. 61st St., N. Y. City.
166 Stevens Duryea Co., Chicopee Falls, Mass.
167 Frank Co., Paul A., 2349 Michigan Ave., Chicago.
168 Stevens Duryea Co., 72 12th St., San Francisco, Cal.

Supreme Motors Company Is Formed

The Supreme Motors Corp., of Cleveland, O., has been incorporated at $1,000,000 to manufacture automobile engines. Three types will be produced, a twin-six, a six and a four. The experimental work has been carried on by the Davies-Mitchell Engineering Co., of Cleveland, which has been absorbed by the Supreme Motors Corp. The followng are officers of the new company:

President and general manager, C. F. Jamison, formerly with the Saxon and Elgin; vice-president and treasurer, Charles H. Davies, organizer of the company; vice-president and director of manufacturing, B. J. Cline; secretary, William J. Lavery; director of engineering and purchasing, C. N. Mitchell; assistant chief, engneer, C. E. Manning.



THAT real business building means benefiting both the buyer and the seller, is called attention to in an article in *Automobile Topics,* part of which follows:

Between selfishness and unselfishness, between what is best for the dealer and what is best for the customer, the line of demarkation, once heavy and distinct, has worn thin and is wearing thinner every year. In fact many places it has worn clear through, and the dealer sees that in reality the interests of one are the interests of the other. Just the same it sometimes takes a good deal of gumption to forego a present profit for a prospective one—to renounce cash in hand for the seeming vagueness of better business in the future.

When the thing is looked at from the other side of the fence, the side on which the customer stands, it is a little easier to get the true atmosphere. It is not at all difficult to understand that if a man who is on the buying side once gets the notion firmly implanted in his cranium that his dealer is for him first, last and all the time, he will stick to him through thick and thin. He will go out of his way to make a purchase at that dealer's place, and he will postpone making a purchase if he cannot immediately get there. He knows that he will either get exactly what he wants or will know exactly what he is getting, and that if he has anything to kick about he will not hurt his toes. On the other hand, if he once gets stung, it takes a tremendously long time to reduce the swelling, and the patient is at all times ready to transfer his allegiance and his account the first time he gets wind of a place where he can trade in peace and security.

MEXICO is now an excellent field for selling motor trucks according to an article in *Automobile* which follows in part:

An unexpected and rapidly growing demand for motor trucks is coming from Mexico and many carloads of these vehicles have entered that country through the El Paso, Eagle Pass and Laredo ports of entry during the last 3 or 4 weeks. The shipments are constantly increasing, the demand coming chiefly from the larger mining companies that are reopening their respective properties. Most of the orders for motor trucks for Mexico shipments are placed with dealers in cities and towns on or adjacent to the Rio Grande, particularly San Antonio and El Paso. Recently a mining company that operates a large property in the State of Chihuahua placed an order for eight Jordans and the vehicles were promptly shipped.

It is stated by the American representatives of different truck manufacturing companies who have been on trade trips into Mexico during the first few weeks that everything points to a very heavy business in this line in that country as soon as normal conditions are restored there. All of the larger foreign-owned mining companies plan to utilize trucks instead of the slow-moving burro wherever the roads are good enough to afford the operation of the motor vehicles. It is interesting to note that the motor truck has had its development chiefly during the last 6 years that mining operations in Mexico have been suspended.

BECAUSE the United States is now her Ally, New Zealand is buying a great many more American-made motorcars than formerly, according to an article in *Automobile,* which follows in part:

"New Zealand is buying American cars in larger quantities than ever before. Greater inclination is being shown toward American products than was true two months ago. They were then buying of a neutral; today they are buying of an ally. This is the substance of a statement made by J. B. Clarkson, managing director of Hope, Gibbons Sons & J. B. Clarkson, Ltd., Wellington and Christchurch, New Zealand, who is in America to purchase automobiles, motorcycles, accessories and tractors, which his company distributes in New Zealand and Australia.

"New Zealand and Australia have one car for each 100 persons, approximately, and the ratio is the same in each country.

P. D. STUBBS, general sales manager of the Premier Motor Corp., sees war as only a stimulas to the automobile industry according to an article in *Automobile Topics,* which follows in part:

"War," says Stubbs, "instead of thwarting the motor car business, will, I believe, stimulate it. In the first place the motor car industry is going to play the most important role among all American industries. In many instances machinery which has been used in the making of motor cars will be transferred to munition making, but that will merely mean more new machinery. Besides, the Government will need for its own purposes enough machines of practically all types to make up for any shrinkage of retail sales." Stubbs also regards it as highly important that by taking its present step, the Nation will be included in after-the-war readjustment in such position that American industries and motor car makers in particular will have full opportunity for expansion.

MOTOR RECORD

INCLUDING "AUTOMOBILE BUYERS' REFERENCE"

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IN the opinion of many well-known men of the industry the effect of America's entry into the war will be beneficial to business. Needless to say this opinion is not without foundation. It is true that prosperity usually does not come with war, but the conditions existing in America are different from usual. War in Europe coming as it did a considerable time before it was thrust upon the United States, had the effect of making this country richer than it ever was before in history. The automobile industry in particular benefited by the conditions existing during that time. Our Allies' demand for motor trucks alone was enormous and most of these trucks had to be supplied by American concerns. From a financial standpoint, therefore, the United States is better able to carry on war than any other country. Under these conditions it is natural that the effect of war upon business will be different from usual.

America is lending money to her Allies, but she is also receiving money through greatly increased manufacturing orders. Thus many believe that the American loan will put large sums of money into circulation, and that this must find its way into the pockets of the public. The war, therefore, may stimulate, rather than curtail, the buying of automobiles.

PROOF of the fact that both the commercial and military motor trucks needs of the country can be taken care of by the motor truck manufacturer is given by analysis of the recent bids submitted to the Government. Specific figures show the seventy-three manufacturers who submitted bids have a total output capacity of 100,000 trucks within a year. Since the actual number of trucks required by the Government is 42,000, or less than half of this, it is clear that commercial needs are not going to suffer.

Any fear of the possible commandeering of private automobiles is dispelled by these figures, which show that all the trucks the army needs can be obtained direct from the manufacturers.

It is estimated that all of the Allies on the western front are not using more than 50,000 trucks, or only about half of what this country can produce in one year. This should assure the most skeptical that the automobile industry is entirely able to cope with the war situation.

MANUFACTURERS of lighting and starting appliances are now taking advantage of an entirely new field that has been opened to them by the necessity of equipping tractors for night work in the fields. There are 34,000 tractors in use in the United States and it is estimated that by equipping these with headlights so that they can be worked 23 hours a day instead of eight, and employing more skilled operators to work them, about 100,000,000 additional bushels of wheat can be raised in the United States this year. This would represent a sufficient food supply for all purposes in normal times.

Front Axle Design Made Clear to the Dealer

What the Dealer and Garage Man Should Know About Front Axles—Various Types of Steering Heads in Use —Application of Bearing

By EDWARD G. INGRAM

WHILE at first sight the front axle may appear to be a compaartively simple member, the even general design of which would be of little interest to the dealer, further investigation will prove that this is not the case. There are a number of points in the design of the front axle that the dealer should be familiar with. Front axles like every other part of the car have undergone considerable development and some types that formerly were used considerably now are rarely seen. The tubular axle, which once was used on a great many passenger cars, is now found on but a few. The I-section or I-beam axle is now used almost entirely on passenger cars and also on a great many commercial vehicles, though some truck manufacturers prefer to use axles of solid rectangular section. I-section axles are nearly always drop forged from medium carbon steel, heat treated.

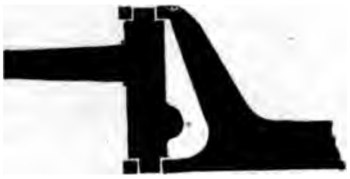


FIGURE 1.—ELLIOTT.

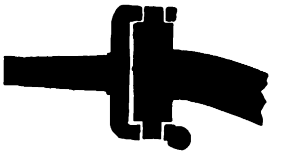


FIGURE 2.—REVERSED ELLIOTT.

Automobile axles are always of the pivoted type, the wheel spindles being separate from the main part of the axle and connected with it by a vertical pivot joint or steering knuckle. The two ends of the main axle are forked or otherwise formed to carry the steering knuckle. In the case of tubular axles the drop forged ends of the axle are made separately and afterward secured to the tubular portion.

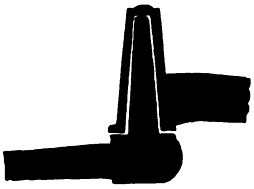


FIG. 3.—LEMOINE.

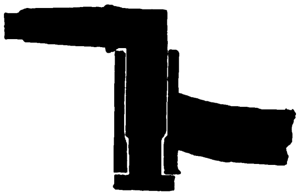


FIG. 4.—INVERTED L TYPE.

The form of steering head now most commonly used in America is the Elliott type, which is illustrated diagrammatically in Fig. 1. With this type the ends of the axle forging are forked and the steering knuckles are T-shaped. Several different designs of Elliott type steering heads and knuckles are now in use. The location of the bearings differs with different makes. In one form the knuckle is provided with integral bearing pins, which extend through bearing holes in the forked arms of the axle, the bearings thus being in the axle. In another form a separate pin is attached rigidly to the forked end of the axle and the steering knuckle turns on this pin, the bearings thus being in the knuckle. The pivot pin in this case is usually bolted into the lower arm of the fork, being shouldered and provided with a castellated nut at the bottom. The Locomobile steering head shown in Fig. 5 is an example of the form with the bearings in the knuckle. In the first mentioned form many makers instead of using pins forged integral with the steering knuckle use a separate pin, the knuckle in this case being drilled and the pivot pin fastened securely in it. The Sheldon steering head, shown in Fig. 6, is an example of this design.

In either case it should be noted that when the bearings are in the forked arms of the axle all of the vertical load due to the weight of the car comes on the upper arm of the fork. If the lower arm of the fork was sawed in half the upper arm would continue to carry the weight of the car, while if instead the upper arm were so cut the axle would fall to the ground. Since it carries all of the weight, the upper arm must, therefore, be made quite heavy. When the bearings are in the steering knuckle the pivot pin connects the upper and lower arms of the fork. If either arm was cut in half the other would continue to support the weight of the car. Since the lower arm takes part of the weight the upper arm can be made somewhat lighter.

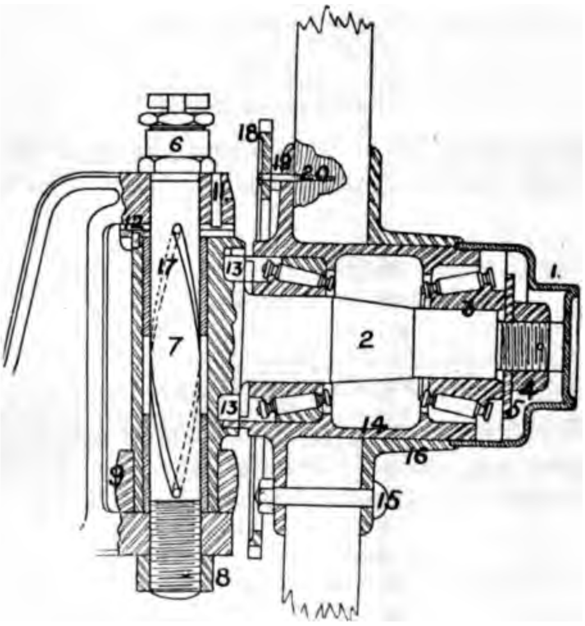


FIG. 5.—LOCOMOBILE STEERING HEAD.

Another style of steering head that is used very extensively on foreign cars and also to a considerable extent on American cars is the reversed Elliott type, which was originally introduced by the German Daimler Co. (See Figures 2 and 7.) In this type the steering knuckles are forked and the ends of the axle each form a T. The bearings are always in the knuckle fork.

In all forms of Elliott and reversed Elliott type steering heads the bearings for the pivot pin are of the plane type, steel or bronze bushings being used. In the form of Elliott steering head where the pivot pins are integral with the steering knuckle and the bearings are in the fork, a hole larger than the lower vertical end of the knuckle is drilled through the lower arm. This hole is threaded and a bearing bushing screwed in place.

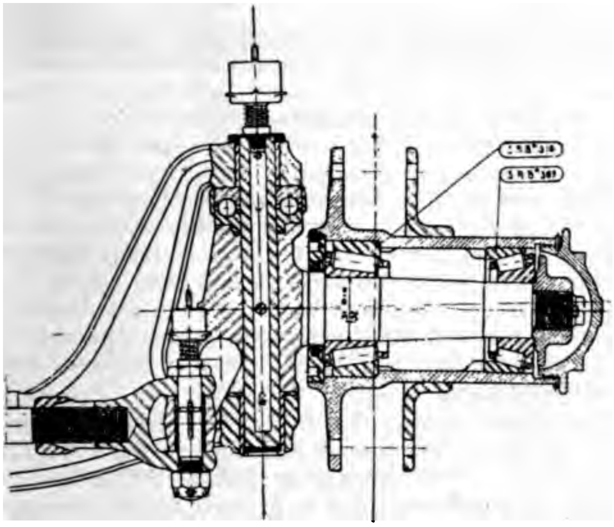


FIG. 6.—SHELDON STEERING HEAD.

The lower pivot pin, which is considerably smaller than the hole in the axle arm, fits into this bushing. When the steering head is to be dissembled the lower bushing is screwed out and the vertical part of the knuckle dropped down into the hole in the arm far enough to release the upper pin from its bearing, after which the knuckle can be removed. This bearing arrangement is not necessary when the pivot pin is not integral but secured in the knuckle by a key pin. In this case the key pin can be driven out and the pivot pin slid out of the knuckle, after which the knuckle can be removed from the axle.

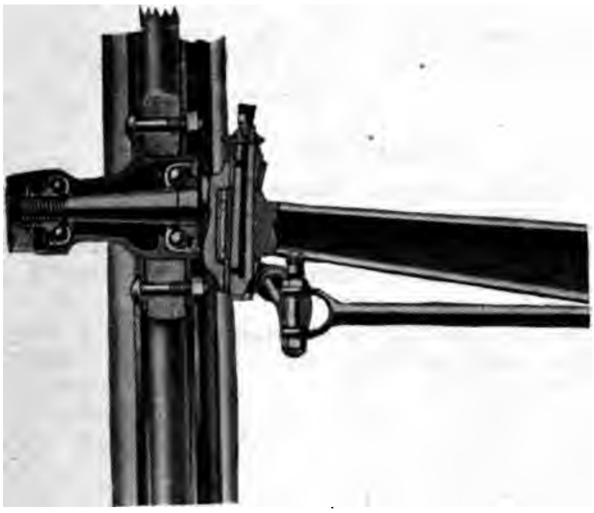


FIG. 7.—MAXWELL STEERING HEAD.

The knuckle of the reversed Elliott type is also removed in this way. In both the Elliott and reversed Elliott types either plane or ball thrust bearings may be provided for taking the vertical load due to the weight of the car. In the Locomobile steering head shown herewith a plane thrust bearing is used and in the Sheldon a ball-bearing is provided.

A type of steering head that formally was much used in France but now seldom is met with is the Lemoine, which is diagrammatically illustrated in Fig. 3. In this type both the steering knuckle and the ends of the axle are L-shaped. The form illustrated is provided with plane bearings. Often ball bearings are provided for taking the vertical load due to the weight of the car. In another form a taper roller bearing is provided, which takes the thrust load and part of the radial load, the remaining radial load being taken on a conical plane bearing.

Another type of steering head that is becoming quite popular is illustrated diagrammatically in Fig. 4. The steering knuckle in this type looks like an inverted L. An advantage of this design is that it places the axle considerably below the center of the wheel spindle. This makes it possible to swing the axle beam very low and at the same time to keep it nearly straight. Several forms of this type of steering head are being produced, one excellent example being that of the Marmon, illustrated in Fig. 8. The steering knuckle turns in a bronze bushing located in the axle and the vertical thrust also is carried on a plane bearing. The construction makes possible the use of an oil well that affords efficient lubrication.

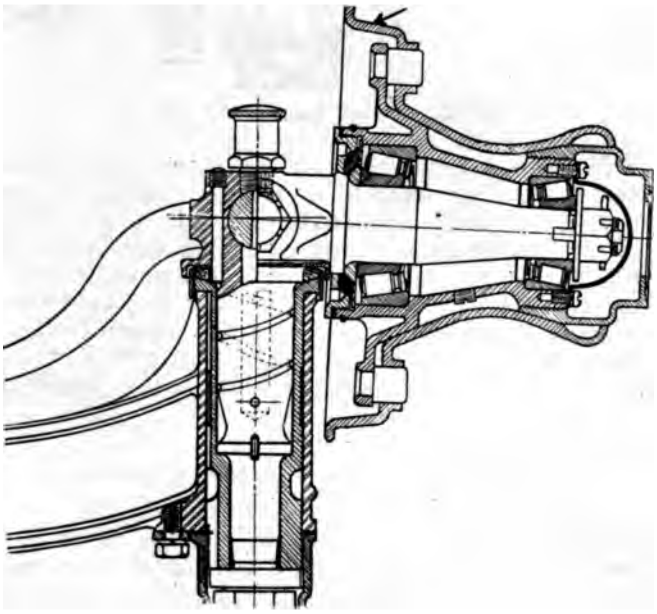


FIG. 8.—MARMON STEERING HEAD.

Another form of this inverted L type of steering head, manufactured by the American Ball Bearing Co., is illustrated in Fig. 9. In this form a taper roller bearing is provided for taking the vertical thrust and part of the radial load. A permanent oil well, which supplies lubrication from below by means of capillary attraction, is provided.

Combined radial and thrust bearings of the taper roller type are much used for the carrying front wheels because of their simple construction. Two of these bearings are used on each wheel and when they are of the adjustable type the bearings are arranged with their outer races pressing endwise against internal flanges on the hub and the inner races between a shoulder and a nut on the spindle. This nut is of the castillated type and after it has been screwed to the point where the bearing is in proper adjustment the nut is locked in place with a cotter pin. The outer bearing serves mainly as a steadying bearing, the inner bearing taking most of the load due to the weight of the car. Designers always try to bring the center plane of the wheel as close to the pivot axle as possible. Theoretically, of course, the pivot axis should be directly in this plane so that when the wheel is turned in either direction it would pivot on the point where the tire is tangent to the ground. Where the front wheels are carried on ball bearings, a thrust bearing may or may not be provided.

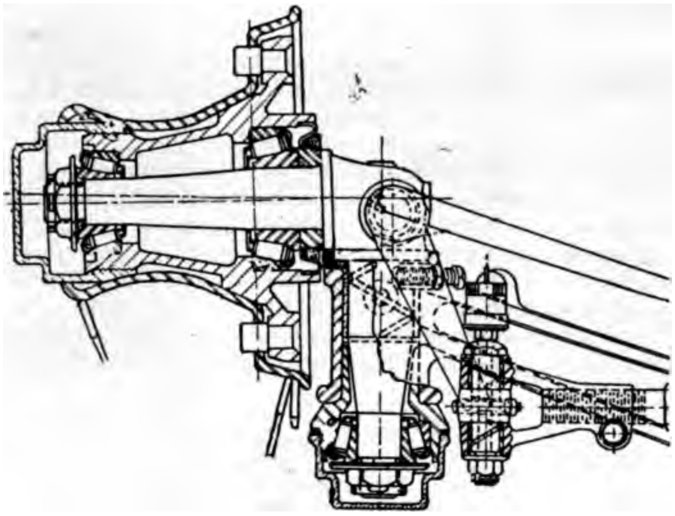


FIG. 9.—AMERICAN BALL BEARING STEERING HEAD.

In order that the two front wheels may be interconnected steering knuckle arms are attached to each knuckle and these arms are connected by a tie rod. One of the knuckle arms is provided with a separate branch arm to which is attached the drag link which transmits the steering motion. The tie rod may be placed either in front or behind the axle beam the present tendency being to place it behind so that it is better protected in case of accident. Tubular tie rods are now nearly always used.

"Comet Six" Offered by New Company

The Comet Automobile Co., of Decatur, Ill., which has been incorporated under the laws of the state of Delaware, for $1,000,000, is producing a six-cylinder car known as the "Comet Six." The motor has a bore of 3½ inches and a stroke of 5 inches, and is of the block, L-head type with the cylinder head removable. A Dynete starting and lighting system is provided. While ignition is furnished by the Delco system. Three speeds forward and reverse are furnished by the selective transmission, and the clutch is of the multiple dry disc type. The rear axle is of the full-floating type. The five-passenger touring car has a rear seat 48 inches wide. A four-passenger chummy roadster also is offered.

George W. Jagers is president of the company, and G. Vernon Beck, vice-president and general sales manager. Will M. Lewis is secretary.

Zenith to Add More Room

With the growing needs of automobile manufacturers, and to be able to increase its own production, the Zenith Carbureter Co., Detroit, is planning additional facilities. Contracts have been let for a new one-story factory.

Tractor Does Farm Plowing

ONE of the least expected results of the war has been the practical compulsion of motor traction on the farmer in England, according to Edwin Campbell, writing for the *Graphic*, of London, England. "That the mechanical aid of the handy, self-contained, comparatively inexpensive and efficient motor engine would become inevitable, needed no prophet to perceive long before the world was plunged into armed strife," says Mr. Campbell. "But few anticipated that the very conservative and not over-moneyed agriculturists of England would not only be able, but compelled by necessity to adopt it because of the war."

This is the situation. according to Mr. Campbell, who says that the motorist who is a farmer on a considerable scale, and a great many motorists are, in his knowledge of mechanical details starts with a very useful advantage over the farmer who has stuck to the horses. He was a spectator of the demonstration of a motor tractor on a South Down farm on the Sussex coast, and was struck with the facility with which the man who was driving the machine—a farm hand promoted to the job a few days earlier—had become conversant with its details in handling. He was impressed by the ease and steadiness with which the machine pulled a three-furrow plow up the steep slope on which it was operated.

Mr. Campbell says that he believes that the offer of the free use of the patents embodied in the Ford farm tractor was not a spontaneous gift on the part of Mr. Ford, but was in response to a direct appeal for such a system from the British government. The request was cabled and Mr. Ford is commended in England for his immediate reply. It is stated that not merely will the manufacture of this tractor by the British authorities be permitted, but the various patterns, jigs, dies, etc., involved in its production, will be provided. The tractor will be duplicated with some changes.

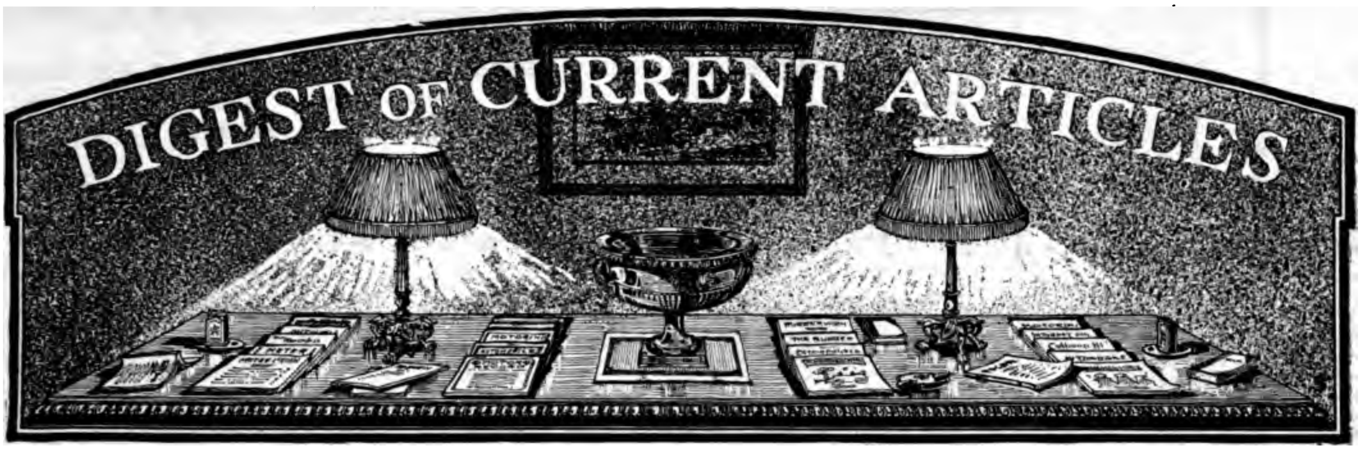
Mr. Campbell says the short tests conducted in England have disclosed several minor points calling for amendment, and suggests that there may be others. He states that the Wolseley, Austin and Arrol-Johnston have guaranteed to deliver to the number of 5,000 within six months at a reported price of 200 pounds ($1,000), and he believes that it is the Ford tractor with modifications which these companies propose to manufacture.

Packard Sales Contest Ends

St. Loius, Omaha, Youngstown, Ohio and Phoenix, Ariz., won the "Lincoln Highway Sweepstakes," the national sales contest of the Packard Motor Car Co. The contest, which started February 22, was a great success.

In Division "A," comprising the largest cities, St. Louis won with 115 per cent. of her quota sold. The St. Louis territory is controlled by the Packard-Missouri Motor Company, of which W. J. Parrish is president. Detroit was second with 103 per cent. of quota; Cleveland was third with 102 per cent. Philadelphia was fourth with 100 per cent.

The Orr Motor Sales Co., of Omaha, Neb., winner of Division "B," sold 200 per cent. of its quota. In Division "C" H. S. Thorne, of Youngstown, sold 300 per cent. of his quota. In Division "D," McArthur Brothers, of Phoenix, made the highest mark of the entire contest, with 300 per cent. of their quota sold.



REGARDING the motor truck in California, the Detroit Free Press says:

Progress has long been considered a slogan of the great west and in the use of motor trucks, like other things, it is fastly taking the lead. California today holds the distinction of having more trucks in operation than any state in the union.

The universal adaptability of the motor truck to all sorts of climatic variations and road conditions has made it particularly fitted to combat conditions in the western mountain regions. In California a motor truck encounters more varied conditions than in any other section of the country. For instance, in the valleys oranges are grown, while in the foothills of the Sierra Nevada Mountains, at a little higher altitude, are found lumber companies using motor trucks. Further up are the mines and stage lines. Thus, within a distance of 150 miles are found every climatic and road condition to make truck operation difficult.

Because of the heavy snow fall, during three months of the year, in certain parts of the mountain country, transportation of most kinds is impossible. In the spring break-up the roads are almost impassable, but motor trucks have been found to get through where other means have failed. In the low lands temperatures of 120 degrees in the shade are not infrequent and under such conditions motor trucks to be efficient must have a perfect cooling system, powerful motors and well designed brakes.

PREPAREDNESS in being able to answer difficult questions is one of the qualifications that should be cultivated by the dealer. The following article touching on this subject, and how one dealer found what questions were apt to be asked, appeared in a recent issue of *Automobile Topics:*

Often prospects will ask a dealer questions that are difficult to answer satisfactorily offhand unless the dealer is such an old hand that he cannot be caught unprepared. And oftener it is a good thing for a dealer to answer questions before they are asked, so to speak.

One dealer—maybe there are others— has found a way that helps in leading the prospect gently to the dotted line. He makes notes of questions and, at his leisure, digs down and prepares full and complete answers. Not all questions, of course. But almost every prospect has a question or two that is a little out of the ordinary run and that, in his mind, means a great deal. Often it is found that the same questions are brought up by a number of different people. Anyway, every time this dealer heard a question that seemed of more than ordinary importance, either from a prospect or a dealer point of view, he jotted it down and hunted it up later. In course of time he found himself in possession of a surprisingly large stock of extra special information and also found that there were very few prospects who could ask him anything without getting a satisfactory answer.

What this really amounts to is preparedness along special lines. The prospects themselves indicate the lines.

DEALERS are now pushing new campaigns for retail sales to make up for the temporary slowing up of business, due principally to the big tax scare. In reference to this a recent issue of Automobile Topics contains the following article:

Not content to accept the slowing up of business that resulted from apprehension over tax and other uncertainties without a fight, a number of the larger dealers in the East, especially in the vicinity of Boston, have thrown the whole weight of their organizations into renewed campaigns for retail sales. Boston was one of the first of the larger centers to feel the effects of what will some day be known as the big tax scare, and automobile sales fell away for a time along with sales in other lines, though now recovering. Anticipating the recovery, the more wideawake distributors threw added vigor into their work, some of them even adding to their forces, and sent men out ringing door bells in what were virtually house-to-house campaigns.

WAR condition in England have made it necessary to restrict the number of brands of gasoline being sold, according to an article in *Motor Age,* which follows in part:

Instead of several brands of gasoline being sold throughout England, the government has decided that only one brand is to be marketed, and it will be labeled "war spirit." Heretofore some of the different brands of gasoline have been Pratt spirit (American), Shell spirit (Borneo) and various other brands. The new war spirit represents the supply of fuel which has been pooled by the different gasoline concerns for distribution. Instead of gasoline being sold in green or red cans as formerly, it is to be marketed in khaki-colored tins.

The tractor advocation has accomplished an amazing result, one which seemed impossible six months ago, England is going to plow three times as much land as ever before and it is expected that when farmers are once started on this increased farming schedule they will not drop back to their old-time pace.

Technical Specifications for Pleasure Cars 1917

REVISED MONTHLY

ABBREVIATIONS:—MOTORS—Wisc., Wisconsin; Cont., Continental; Lycmg., Lycoming; Widly, Weidely; T'tor, Teetor; H-Splm., Hershel-Spelman; Ruten, Rutenber; G. B. S., Golden, Belknop V Swarts; Ster., Sterling; North. Northway; Masnk., Masnick. SHAPE OF CYLINDERS—L., Valbes on one side of Cylinder; T., Valves on oppoisdes; I., Valves in head; F., Valves on side and in head; S., Sleeve valve. CAMSHAFT DRIVE—Hel., Helical; Chn., Chain; Spr., Spur; Gr., Gear. COOLING SYSTEM—P., Pump; T., Thermo Syphon; A., Air Cooled; †, Thermostatic Control.OILING SYSTEM—F., Force Feed; S., Splash; †Indicates Engine uses Drilled Crankshaft. CARBURETOR—Stmb., Stromberg; Schb., Schebler; Rayf., Rayfield; Tilt., Tillotson; Cart., Carter; Newc., Newcomb; John., Johnson; Marv., Marvel; Holl., Holley; Zeni., Zenith. FED BY—V., Vacuum; P., Pressure; G., Gravity. IGNITION SYSTEM—Eisen., Eisemann; West., Westinghouse; Conn., Connecticut; G. X. D., Gray-Davis; Al-Ch., Allis Chalmers; At-K., Atwater-Kent; Auto., Autolite; Split., Split-dorf; V. Sl., U. S. Lt. & Heat Co., Wd. Leon., Ward-Leonard; S., Single; D., Double; H., Hand Spark Advance; A., Automatic Spark Advance; Dup., Duplex. CLUTCH TYPE—D., Disc., DD., Dr6 Disc; O. D., Oil Disc; C., Cone; C-U., Control Unit; F. D., Friction Drive. GEARSET LOCATION—U. P. P., Unit Power Plant, Engine Clutch and Transmission in one unit; To'T., Gearset on Forward end of Torque Tube; R. Ax., Unit with Rear Axle; C-U., Control Unit. TIRES—C., Clincher; Q., Quick Detachable; S., Straight Side. REAR AXLE—F., Floating; S., F. Semi-Floating; D., Dead. GEARS—Sp. B., Spiral Bevel; Bev., Bevel; C-U., Control Unit. CAR DRIVES THROUGH—S., Springs; T., Torque Tube; R., Radius Rods. TORQUE TAKEN BY—S., Springs; T., Tube; A., Arm; R., Radius Rods. REAR SPRINGS—Semi., Semi-Elliptical; El., Elliptical; Cant., Cantilever; D Cant., Double Cantilever; Plat., Platform:]Indicates Hotchkiss Drive used. BEARINGS—B., Ball; R., Roller; P., Plane.

NAME AND MODEL	Price Touring Car	MOTOR								Shape of Cylinder	How Cylinders are Cast	Wdth. Pist. Ring Grove	Diam. Valve (Clear)	Lift of Valve	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Carburetor		IGNITION SYSTEM	Make of Starting-Lighting System	TRANSMISSION						Car Drives Through	Torque Taken By	RUNNING GEARS				BEARINGS				Weight of Car
		Make of Engine	Number Cylinders	Bore and Stroke in Inches	Piston Displacemt.	Rated H. P.	Max. Brake H. P.	R. P. M. at Max. H. P.										Make	Fed by	Make Type		Clutch Type	Gearset Location	REAR AXLE Make	Type	Type of Gears Used	Gear Ratio			Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel	
Abbott, 6-44	1195	Cont	6	3¼x4½	224	25.35	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	Remy S-H	Remy-1	D D	U P P	Salisbury	¾	Sp B	4.75	S	S	122	32x4 s	Firestone	Semi	3	B	R	R	....
Abbott, 6-60	1595	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	....	P	F & S	Stmb	..	Remy	Remy	D P	U P P	Salisbury	¾ F	Sp B	4.30	..	..	122	34x4 s	Firestone	Semi	3	....	R & B	R	....
Aland 14-60	....	Own	4	3 x5½	....	....	....	....	I	....	..	....	....	....	T-S	F	Zeni	V	Eisen S-H	U S L 2	D D	U P P	Timken	S F	Sp B	4.33	..	..	122	33x4	....	Semi	3	B	R	B	....
Allen, Classic	895	Own	4	3¾x5	220	22.50	30	1900	L	Blk	¼	1 7/16	5/16	Hel	T-S	F & S	Stmb	V	West S-H	West-2	C	U P P	Own	F	Bev	4.00	S	T	112	32x3½ s	Firestone	Semi	2	B-P	B	B	2450
Alter, F-6-40	850	Falls	6	3 x4½	....	21.60	....	....	..	Blk	3/16	....	....	Hel	T-S	F & S	Schb	V	Conn S H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	..	..	114	32x3½	Cleveland	Semi	3	....	....	....	....
Alter, E-4-30	675	LeRoi	4	3⅛x4½	....	15.63	....	....	..	Blk	3/16	....	....	Hel	T-S	F & S	Schb	V	Conn S-H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	..	..	106	30x3½	Cleveland	Semi	3	....	....	....	....
American, Six	1375	Amco	6	3⅛x5	212	23.44	45	2200	L	Blk	5/32	1⅝	5/16	Hel	P	Sp	Zeni	V	G & D S-H	G & D-2	D D	U P P	Salisbury	¾ F	Sp B	4.42	S	S	122	32x4 s	Detroit	Semi	3	B-P	B-R	B	2710
Ams-Sterling	875	LeRoi	4	3⅛x4½	138	15.63	....	....	L	Blk	3/16	....	....	Hel	T-S	F & S	Stmb	G	Bosch	Bosch-2	D D	U P P	Adams	¾ F	Sp B	4.50	S	S	110	30x3½ s	....	Semi	2	R	B	B	....
Anderson, 200-A	1295	Cont	6	3¼x4½	224	25.35	....	....	L	Blk	3/16	....	....	Hel	P	F & S	own	G	West D-H	West-2	D	U P P	Hess	¾ F	Bev	4.42	S	S	120	33x4 s	Baker	Semi	3	B	B	B	....
Apperson, 8-17	2000	Own	8	3¼x5	332	33.80	65	2500	L	4	3/16	1⅝	5/16	Hel	T-S	F*	John	V	Remy D-H	Bijur-2	D D	Sep	Own	F	Sp B	4.58	S	S	130	35x4½ s	Firestone	¾ El	3	R	R	R	3290
Apperson	1690	Own	6	3½x5	289	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F*	Rayf	V	Con D-H	Bijur-2	D D	Sep	Hess	F	Sp B	4.41	S	S	122	34x4 s	Firestone	¾ El	3	R	R	R	....
Arbenz, 25	725	Lycmg	4	3¼x5	....	....	....	....	L	Blk	3/16	....	....	Hel	T-S	S	Cart	G	Delco	Dyneto	C	U P P	Gemco	F	Bev	4.25	..	..	108	30x3½	....	Cant	2	B	R	B	....
Auburn, 6-44	1535	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Rayf	V	Delco S-H	Delco-1	D D	U P P	Columbia	F	Sp B	4.00	S	T	131	35x4½ s	Firestone	Cant	3	B-P	R	B	....
Auburn, 6-39	1145	Ttor	6	3⅛x5	230	23.44	42	2200	L	Blk	5/32	1 5/16	5/16	Hel	P	F & S	Rayf	V	Remy S-H	Remy-2	D D	U P P	Columbia	F	Sp B	4.42	S	A	120	34x4 s	Firestone	Semi	3	B	R	B	2800
Austin, 12	3750	Widly	12	2⅞x5	389	39.68	....	....	I	3	3/16	....	....	Hel	P	F*	Stmb	V	Delco S-H	Delco-2	D D	U P P	Spec. Aus	tin	2-sp	Axle	S	S	142	34x4½ q	Firestone	D Cant	3	B	B & R	R	....
Bell, '17	875	Lycmg	4	3½x5	192	19.60	....	....	L	Blk	¼	....	....	Hel	T-S	F & S	Zeni	V	At K S-H	Dyneto-2	D D	U P P	Adams	F	Bev	4.25	S	S	112	31x4	Firestone	¾ El	2	R	R	B	....
Ben-Hur, 17	1875	Buda	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	.....	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.45	..	..	126	35x4½	Miller	Semi	4	B	R	R	....
Biddle, D	2350	....	4	3¾x5½	226	22.50	48	2200	L	Blk	3/16	1⅝	3/8*	Hel	T-S	F & S	Zeni	V	Eism	G & D-2	D D	U P P	....	¾ F	Bev	4.00	S	S	122	32x4 s	Stanweld	¾ El	3	B	B & R	B	2850
Bour-Davis, 17	1250	Cont	6	3¼x4½	244	25.35	46	2800	L	Blk	3/16	1½	7/16	Spur	P	F & S	Stmb	V	Remy	Remy	D D	U P P	Salisbury	¾ F	Sp B	4.57	S	S	118	32x4 s	Detroit	Semi	3	B-P	B & R	B	2800
Brewster	*6500	Own	4	4 x5½	276	25.26	60	2200	I	Blk	3/16	....	....	Ch	P	F & S	Zeni	V	Bosch S-H	U S L-1	C	Tr. T	Own	F	Sp B	4.25	T	T	125	34x4½ s	Firestone	Cant	3	B	B	R	....
Briscoe, 4-24	725	Own	4	3 3/16x5⅛	208	16.25	30	2000	L	Blk	3/16	1 7/16	9/32	Hel	T-S	S	Cart	G	Conn S-H	Split-2	C	R Ax	Own	F	Bev	4.23	S	A	105	30x3½ q	Jackson	El	2	B-R	B & R	B	2020
Buick, D-44 to 47	1040	Own	6	3¼x4½	224	25.35	....	....	I	Blk	3/16	....	....	Hel	P	S	Marv	V	Delco S-H	Delco-1	C	U P P	W. Mott	F	Sp B	4.08	T	T	115	34x4 s	Baker	Cant	4	B	B & R	B	....
Buick, D 34 & 35	675	Own	4	3⅜x4¾	170	18.23	....	....	I	Blk	3/16	....	....	Hel	P	S	Marv	V	Delco S-H	Delco-1	C	U P P	W. Mott	¾ F	Bev	4.08	S	T	106	31x4 c	Prudden	Semi	3	B-R	B & R	B	....
Buick-	1385	Own	6	3¾x4½	...	33.75	60	....	I	Blk	....	....	....	.....	P	S	.....	..	....	....	D D	U P P	W. Mott	F	Sp B	....	..	..	124	34x4½ s	....	Cant	...	....	....	R	....
Cadillac, 55	2240	Own	8	3⅛x5⅛	314	31.25	...	2650	L	4	3/16	1 15/16	9/32	Ch	P*	F*	own	P	Delco S-A	Delco-1	D D	U P P	Timken	F	Sp B	4.43	S	A	125	36x4½ s	Kelsey	Plat	3	B	R	R	....
Cameron, '17	1250	Amco	6	3 x5	212	21.60	....	....	L	Blk	9/32	....	....	Hel	P	F & S	Zeni	V	G & D S-H	G & D-2	D D	R Ax	Own	S-F	Sp B	4.00	R	T	122	32x4	D Wheels	Cant	3	B-R	B	B	....
Case, 40	1190	Own	4	3⅝x6	248	21.03	45	2200	L	Blk	3/16	1⅝	3/8	Hel	T-S	F & S	Rayf	V	Conn S-H	Auto-2	C	U P P	Salisbury	¾ F	Sp B	4.42	T	T	120	34x4q	Goodyear	Cant	3	R-P	R	R	3250
Chalmers, 6-30	1350	Own	6	3¼x4½	224	25.35	45	2650	L	Blk	3/16	1⅜	5/16	Hel	T-S	F & S	Stmb	V	Remy S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.75	S	S	115	32x4 s	Kelsey	Semi	3	R	B	R	2725
Chandler, 17	1595	Own	6	3½x5	289	29.40	....	....	L	3	3/16	1 5/16	9/32	Ch	P	F	Rayf	G	Bosch S-H	G & D-2	D D	U P P	Own	F	Sp B	4.40	S	A	123	34x4 s	....	Semi	3	B	B	R	3000
Chevrolet	550	Own	4	3 11/16x4	171	21.75	....	....	I	Blk	....	....	....	Hel	T-S	S	Zeni	G	Conn S-H	Auto-2	C	U P P	Own	¾ F	Bev	3.63	S	S	102	30x3½ q	Detroit	¼ Cnt	3	B	R	B	....
Chevrolet, D	1385	Own	8	3⅜x4	286	36.45	....	....	I	Blk	3/16	....	....	Hel	P	S	Zeni	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	S	T	120	34x4q	Demount	¼ Cnt	3	B-P	R	C & C	....
Chevrolet, F	875	Own	4	3 11/16x4	171	21.75	....	....	I	Blk	3/16	....	....	Hel	T-S	S	Zeni	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	S	S	108	33x4 s	Demount	¼ Cant	3	B-P	R	C & C	....
Cole, 860	1795	North	8	3½x4½	346	39.22	76	2800	L	4	3/16	1½	5/16	Hel	P	F & S	Stmb	V	Delco S-H	Delco-2	C	U P P	Columbia	F	Sp B	4.46	S	S	127	35x4½ q	Goodrich	Semi	3	B	R	R	3440
Colonial, 35	995	Falls	6	3 x4½	....	21.60	....	....	..	Blk	....	....	....	Hel	T-S	F & S	Stew	V	Remy S-H	Al-Ch-1	C	U P P	Lewis	F	Bev	4.41	..	..	116	32x3½	Goodyear	Cant	3	B	B	B	....
Colombia D	1250	Cont	6	3¼x4½	224	25.35	38	2000	L	Blk	3/16	1.39	.31	Hel	P	F & S	Stmb	V	A-K	Wd. Leon	D	U P P	Timken	¾ F	Sp B	4.75	S	A	115	32x4	Firestone	Cant	4	B	R	R	2775
Crawford	1750	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	Bosch	West	D	U P P	Timken	¾ F	Sp B	4.50	..	..	120	34x4	Goodrich	⅜ El	3	R	R	R	....
Crow-Elkhart, 35	845	Lycmg	4	3½x5	196	19.60	35	1800	L	Blk	3/16	1 5/16	5/16	Hel	T-S	F & S	Zeni	G	Conn S-H	Dyneto-2	O D	R Ax	Salisbury	F	Bev	4.00	T	T	114	32x3½ s	Funk	¾ El	2	B	R	B	2300
Crowther Duryea	650	....	4	3¾x4¼	....	....	....	....	..	Blk	3/16	....	....	.....	T-S	......	Schb	G	....	Split	.....	R Ax	Duryea	D	S	....	..	..	110	32x3½	....	¾ El	..	....	....	....	....
Cunningham, V	4000	Own	8	3¾x5	445	45.00	90	2200	L	4	3/16	1¾	3/8	Hel	P	F	Stmb	V	West S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	S	A	132	37x5	Firestone	Semi	3	B-R	....	R	4350
Daniels, A	2800	H-Splm	8	3¼x5	332	33.80	70	2000	L	4	3/16	1 5/16	3/8	Hel	P	F	Zeni	V	West S-H	West-2	D D	U P P	Timken	¾ F	Sp B	4.42	S	A	127	34x4½ s	Firestone	Semi	3	B-R	R	R	3800
Darling	.....	Cont	6	3½x5¼	....	....	....	....	..	....	..	....	....	.....	P	F	Stmb	V	At-K	Bijur	D	U P P	Timken	F	Sp B	....	..	..	130	33x4½	....	Semi	..	....	....	....	....
Davis, J	1595	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	Delco D-H	Delco-2	C	U P P	Columbia	F	Sp B	4.42	S	S	124	34x4½	Firestone	Semi	3	B	R	R	....
Davis, H	1295	Cont	6	3¼x4½	224	25.35	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	Delco D-H	Delco-2	C	U P P	Columbia	¾ F	Sp B	4.58	S	S	119	34x4	Firestone	Semi	3	B	R	B	....
Detroiter, 6-45	1250	Cont	6	3¼x4½	224	25.35	45	2100	L	Blk	3/16	1⅜	¼	Hel	P	F & S	Ball	V	Conn S-H	Auto-1	D D	U P P	Timken	S-F	Sp B	4.75	S	S	119	33x4 s	Kelsey	Semi	3	B-P	R	R	2675
Dispatch, G	1210	Wisc	4	3¾x5	220	22.50	36	2000	L	Blk	3/16	1 11/16	7/16	Hel	T-S	F*	Rayf	V	Bosch S-H	U S L	CU	C U	Own	New	C U	4.12	R	S	120	33x3½ q	Goodyear	El	3	B	B	B	2200
Dixie, Flyer	895	Lycmg	4	3¼x5	166	16.92	29	1900	L	Blk	3/16	1⅜	5/16	Hel	T-S	S	Cart	V	Conn S-H	Dyneto-2	C	U P P	Peru	F	Sp B	4.75	T	T	112	32x3½ s	Stanweld	¾ El	2	B-P	B & R	B	2300
Dodge Brothers	835	Own	4	3⅞x4½	212	24.03	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stew	V	Delco S-H	N. East-1	D D	U P P	Own	F	Sp B	3.61	T	T	114	32x3½ s	Kelsey	¾ E.†	3	B	R	R	....
Dorris, I B-6	2475	Own	6	4 x5	377	38.40	60	2000	..	3	¼	1¾	22/64	Hel	P	F*	Stmb	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	S	..	128	36x4½ s	Stanweld	Plat	7	R	R	R	3797
Dort	725	Own	4	3¼x5	166	16.90	33	1900	L	Blk	3/16	1⅜	19/64	Hel	T-S	S	Cart	G	Conn S-H	West-2	C	U P P	Walker W	¾ F	Bev	4.07	S	T	105	30x3½ s	Jackson	Cant	2	B	B R & P	B	2125
Drexel	.....	Own	4	3½x5	196	.....	....	....	I	....	3/16	....	....	Chn	T-S	F & S	Stmb	V	Bosch S-H	Bijur-1	D	U P P	Timken	S-F	Sp B	4.42	..	..	118	34x4	....	Semi El	2	B	R	R	....
Drexel, R-30	855	Own	4	3½x5	196	.....	....	....	I	Blk	3/16	....	....	Chn	T-S	F & S	Stmb	G	Bosch S-H	Bijur-2	C	U P P	Peru	F	Bev	4.25	..	..	112	33x4	Goodyear	¾ El	2	B	R	B	....
Drummond	.....	H-Splm	8	3 x5	284	.....	70	2400	L	....	¼	1⅝	¼	Hel	P	F	Zeni	V	West S-H	West-1	D	U P P	Columbia	F	Sp B	4.42	..	A	120	34x4	....	Cant	3	B	R	R	3000

*Cost of Chassis only.

Eagle-Rotary	700	Own	5	3¼x3½	...	21.13	...	...	L	Sing	5/16	...	...	...	R M	S	Zeni	G	At K S-A	Al-Ch-1	D D	U P P	American	S-F	Bev	4.00	..	..	108	34x4	Stanweld	Cant†	..	...	...	...	...
Elcar, 2	845	Lycmg	4	3½x5	192	19.60	34	1800	L	Blk	5/16	1⅝	5/16	Hel	T-S	S	Cart	V	Delco S-H	Dyneto-2	D D	U P P	Salisbury	F	Sp B	4.08	S	T	115	32x3½ s	Stanweld	Semi	2	B-R	B & R	B	2245
Elgin	985	Falls	6	3 x4¼	180	21.60	35	2000	I	Blk	5/16	1	5/16	Hel	T-S	F & S	Stmb	V	Remy S-H	Wagner	D D	U P P	Salisbury	F	Sp B	4.50	S	A	116	33x4 s	Stanweld	Cant	3	B	B	B	2500
Empire, 50	1125	Ttor	4	3⅞x5	236	24.03	36	1950	T	Blk	5/16	2	.31	Hel	P	S	Stmb	V	Conn S-H	Auto-2	D D	U P P	Peru	¾ F	Bev	4.00	S	T	115	33x4 s	Stanweld	Semi†	3	B-P	R	B	2810
Empire, 70-A-6	1285	Cont	6	3¼x4½	224	25.35	39	2200	L	Blk	¼	1⅝	.28	Hel	P	F & S	Stmb	V	Conn S-H	Auto-2	D D	U P P	Hess	F	Sp B	4.42	S	S	120	34x4 s	Stanweld	¾ El†	3	B-P	B & R	B	3000
Enger, '17	1295	Own	12	2⅝x3½	...	34.80	...	...	I	Blk	5/16	...	...	Chn	T-S	F & S*	Stmb	G	Remy S-H	West 2	D D	U P P	Hess	F	Sp B	4.75	..	..	116	32x4 s	Stanweld	Cant	3	B-P	B & R	B	...
Erie, 33	795	GBS	4	3¾x4½	...	22.50	...	...	L	Blk	5/16	...	...	Chn	T-S	F & S	Schb	G	Dixie	Dyneto-2	D	U P P	Salisbury	¾ F	Bev	4.00	..	..	118	33x4	Firestone	¾ El	3	B	R	B	...
Fiat, 55	5500	Own	4	5⅛x6¾	557	42.03	...	...	L	Blk	..	...	...	Hel	P	F	Zeni	P	Bosch D-H	West-2	O D	Sep	Own	S-F	Sp B	2.75	T	T	140	35x5 c	Firestone	Semi	3	B	B	B	...
Ford, T	360	Own	4	3¾x4	176	22.50	20	1400	L	Blk	¼	1 5/16	7/32	Spr	T-S	S & G	Holl	G	Own S-H	....	O D	U P P	Own	S-F	Bev	3.63	T	T	100	30x3½ c	Clincher	Trans.	3	P	R	B	1500
F. R. P. 45 (16 valve)	*7000	Own	4	4⅝x6¾	448	34.28	...	...	I	Blk	¼	...	...	Wm	P	F & S	Long	P	Bosch 2-Pt	Bosch-2	C	Sep	Own	F	Bev	3.00	S	T	140	33x4½	D Wheels	Semi	3	B	B	B	...
Franklin, 9	1950	Own	6	3¼x4	199	25.35	...	...	I	Sing	5/16	1 5/16	5/16	Hel	A	F*	own	V	At K S-A	Dyneto-1	O D	Sep	Own	S-F	Sp B	3.92	S	S	115	32x4 s	Goodyear	El**	7	B	B	B	2280
Geneva	2500	H-Splm	6	4 x5½	415	13.40	...	...	T	3	9/32	...	...	Hel	P	F & S	Rayf	V	Else'n S-H	West-2	D D	U P P	Timken	F	Sp B	3.76	S	S	139	34x4½	D Wheels	Semi†	3	R	R	R	...
Glide, 40	1295	Ruten	6	3⅛x5	230	23.44	45	2400	L	Blk	9/32	1 5/16	11/32	Hel	P	F & S	Rayf	V	West S-H	West-2	D D	U P P	American	¾ F	Sp B	4.64	S	S	119	34x4 s	Goodyear	¾ E†	3	B-P	B	B	2850
Grant, K	875	Own	6	3 x4¼	180	21.60	40	2500	I	Blk	5/16	1¼	9/32	Hel	T-S	S	Stmb	V	Remy S-A	Wagner-2	C	U P P	Peru	F	Bev	4.50	T	T	112	32x3½ s	Firestone	Cant	3	B-P	B & R	B	...
Great Eagle, 17-4	3500	Wisc	4	4¾x5½	...	36.10	...	...	L	2	¼	...	...	Hel	P	F & S	Stmb	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	4.50	..	..	146	37x5	Firestone	Cant	3	...	...	...	...
Hal, 12	2600	Widly	12	2⅞x5	389	39.68	...	...	I	3	5/16	...	...	Hel	P	F	Stmb	V	Remy D-H	West-2	D D	U P P	Timken	F	Sp B	4.46	S	S	135	34x4½ s	Stanweld	Semi†	3	B	R	R	...
Hackett, 4	888	G-B & S	4	3¾x4¼	188	22.50	...	...	L	Blk	5/16	...	...	Chn	T-S	F & S	Cart	V	G & D S-H	G & D-2	O D	U P P	Weiss	S-F	Bev	4.00	S	S	112	32x3½	Firestone	¾ El†	3	R	R	B	...
Harroun, A	...	Own	4	3¼x5¼	174	16.90	43	2400	I	Blk	5/16	1 7/16	5/16	Hel	T-S	F & S	Stmb	V	Bosch S-H	Remy-2	O C	U P P	Own	F	Bev.	4.00	S	T	107	30x3½q	Demount	Cant	3	B	B & R	R	2000
Harvard, 4-20	*750	Sterl	4	3 x4¼	120	14.40	...	...	L	Blk	5/16	...	...	Hel	T-S	S & F	Zeni	G	At K S-H	Wagner-2	C	U P P	Det G Di	S-F	Bev.	4.00	S	S	100	28x3	Baker	Cant	2	B-P	B & R	B	...
Hatfield	800	G-B & S	4	3¾x4¼	188	22.50	36.9	2800	I	Blk	5/16	1⅝	7/32	Ghn	T-S	F & S	Stmb	V	C n S-H	Disco-2	O D	U P P	Peru	F	Bev	4.23	S	S	106	31x4	Detroit	Cant	3	B	R	B	2350
Hatfield	950	G-B & S	4	3¾x4¼	188	22.50	36.9	2800	L	Blk	5/16	1⅝	7/32	Chn	T-S	F & S	Stmb	V	Conn S-H	Dyneto- 2	O D	U P P	Peru	F	Bev	...	S	S	115	32x4	Firestone	¾ El	3	B	R	B	2350
Haynes, 40	2095	Own	12	2¾x5	365	36.30	70	2200	I	6	5/16	1.31	.31	Chn	P*	F	Rayf	V	Delco SHA	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	S	S	121	35x4½ s	Firestone	Semi†	3	B	B	B	3250
Haynes, 36	1595	Own	6	3½x5	289	29.40	50	2200	L	Blk	5/16	1.50	.37	Hel	P	S	Rayf	V	Remy S-H	Leece-N 2	D D	U P P	Own	¾ F	Sp B	4.42	S	S	121	34x4 s	Firestone	Semi†	3	B	B	B	3075
Hollier, 178	1185	Own	8	3 x4½	240	28.80	40	2000	L	4	5/16	1⅝	5/16	Hel	T-S	F & S*	Dupl	V	At K DHA	Split-1	C	U P P	Own	F	Sp B	4.50	T	T	116	34x4 s	Firestone	Cant	3	B	B	R	2700
Hollier, 186	985	Falls	6	3 x4¼	180	21.60	35	2150	I	Blk	5/16	1¼	5/16	Hel	T-S	S	Stew	V	Remy S-A	Al-Ch-1	C	U P P	Own	F	Sp B	4.50	T	T	116	32x3½ s	Firestone	Cant	3	B	B	R	2500
Howard	...	Cont	6	3¼x4½	...	...	28	2200	L	...	¼	...	...	Hel	P	F & S	Stew	V	At K S-A	1	D D	U P P	Hess	F	Sp B	4.75	S	S	118	32x4	....	Semi-El	3	B	B & R	R	1550
HomerLaughn,D	*1050	Own	8	2¼x3¾	120	16.20	...	...	L	4	5/16	...	...	Chn	T-S	S	Ensl	P	At K D-A	Disco-1	F D	......	Own	D	.....	...	R	..	112	30x3½	Spranger	C Cant	2	B	B	B	...
Hudson-Super 6	1650	Own	6	3½x5	288	29.40	76	2450	L	Blk	5/16	1 9/16	.31	Hel	P	S	own	P	Delco SHA	Delco-1	O D	U P P	Timken	S-F	Sp B	4.46	S	S	125	35x4½ s	Kelsey	Semi†	4	R-P	R	R	3200
Hupmobile N & NR	1285	Own	4	3¾x5½	243	22.50	38	1700	L	Blk	5/16	1¾	9/32	Chn	T-S	F & S	Zeni	G	At K SHA	West-2	O D	U P P	Own	¾ F	Sp B	4.64	S	S	119	34x4 s	Firestone	Semi†	3	B-R	B	R	2850
Inter-State, T	925	Own	4	3½x5	193	19.60	31	1900	L	Blk	5/16	1⅝	9/32	Hel	T-S	S	Schb	G	Remy S-H	Remy-2	C	R Ax	Peru	¾ F	Bev	4.00	T	T	110	33x4q	Firestone	¾ El	3	B-R	B R	B	3575
Jackson	1395	Ferro	8	3 x3½	198	28.80	48	2300	I	Blk	5/16	1 5/16	.325	Hel	T-S	F	Zeni	V	Auto S-A	Auto-2	D D	U P P	Salisbury	F	Sp B	4.75	S	S	118	34x4 s	Detroit	El	3	R	R	B & C	2800
Jeffrey, 671	1465	Own	6	3½x4⅝	267	29.40	53	2200	L	Blk	5/16	1 9/16	5/16	Chn	P	F & S	Rayf	V	Delco S-H	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	S	S	125	34x4q	Stanweld	¾ El	3	R	R	R	3060
Jeffrey, 472	1095	Own	4	3¾x5½	232	22.50	...	...	L	Blk	¼	...	...	Hel	P	F & S	Stmb	V	Magneto	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	S	S	116	34x4q	Stanweld	¾ El†	3	R	R	R	...
Jones, B-26	1475	Lewis	6	3½x5¼	288	29.40	55	2650	L	Blk	5/16	1⅝	5/16	Hel	T-S	F & S	Stmb	V	Remy D-H	Auto-2	D D	U P P	Timken	F	Sp B	5.00	S	S	125	34x4	Firestone	Semi†	3	R	R	R	3000
Jordan, 17	1795	Cont	6	3½x5¼	303	29.40	60	2275	L	Blk	5/16	1 7/32	⅜	Hel	P	F & S	Stmb	V	Bosch S-H	Bijur-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	127	35x4½	Firestone	Semi†	3	B	R	R	3070
Kent	1085	Cont	4	3¾x5	...	22.50	...	...	L	Blk	5/16	...	...	Hel	T-S	S	Zeni	V	Bosch S-H	Bosch-2	C	U P P	Timken	F	Sp B	4.08	..	..	116	32x4	Firestone	¾ El†	3	P	R	R	...
King, E	1650	Own	8	3 x5	283	28.80	60	2400	L	4	5/16	1½	5/16	Chn	T-S	F	Ball	V	At K S-H	Bijur	D D	U P P	American	F	Sp B	4.64	S	A	120	34x4 s	Stanweld	Cant	3	R-B	....	B	3150
Kissel, 100 pt. 6	1295	Own	6	3¼x5	249	25.35	...	...	L	Blk	¼	...	...	Hel	P	F & S	Stmb	V	Remy S-H	Remy-2	C	U P P	Own	F	Sp B	4.58	S	S	117	34x4 s	Stanweld	¾ El†	3	B	R	R	...
Kissel, 6-42	1750	Own	6	3⅝x5½	340	31.54	...	...	L	Blk	5/16	...	...	Hel	P	F & S	Stmb	V	Else'n S-H	West-2	D D	U P P	Own	F	Sp B	4.25	S	S	128	34x4½ s	Stanweld	¾ El†	3	B	R	R	...
Kissel 12	2250	Widly	12	2⅞x5	...	39.70	...	...	I	...	...	...	...	Hel	P	F	Stmb	V	Delco	Delco	D	......	....	...	Sp B	...	S	..	128	34x4½	....	¾ El	3	B	R	B	...
Kline, 6-38	1295	Cont	6	3¼x4½	224	25.35	...	...	L	Blk	¼	...	...	Hel	P	F & S	Rayf	V	West S-H	West-2	D D	U P P	Hess	F	Sp B	4.50	S	S	120	34x4 s	Firestone	¾ El†	3	B	R	B	...
Lambert, 90	...	Ruten	4	4¼x5¼	...	...	...	...	L	...	¼	...	...	Spv	...	S	Schb	V	Remy S-H	Remy	......	......	Salisbury	S-F	.....	...	..	..	115	34x3½	....	El	..	...	...	B	...
Lambert, 80	...	Cont	6	3¼x5½	224	...	...	...	L	...	¼	...	...	Spv	P	S	Schb	V	Remy S-H	Remy-1	......	......	Salisbury	S-F	.....	...	S	S	112	33x4	....	El	..	...	...	B	...
Laurel, 35	895	G-B & S	4	3¾x4¼	188	22.50	...	...	L	Blk	5/16	...	...	Chn	T-S	F & S	Schb	G	Split S-H	Disco-2	O D	U P P	Peru	F	Bev	4.25	S	T	112	32x3½ s	Goodyear	Cant	..	B	R	B	...
Lenox, O	2650	Buda	6	3¾x5½	364	33.50	...	...	..	Blk	¼	...	...	Spur	P	S	Cart	V	Else'n S-H	Bijur-2	D D	U P P	Timken	F	Sp B	4.10	..	..	130	34x4½	Firestone	Semi-El	3	...	...	...	...
Lexington, 6-P	2875	Cont	6	4⅛x5¼	421	40.84	...	...	L	3	¼	...	...	Hel	P	F & S	Stmb	V	At K D-H	West-2	C	U P P	Timken	F	Sp B	4.08	S	T	144	36x4½ s	Firestone	¾ El	3	B	R	R	...
Lexington, 6-O	1285	Cont	6	3¼x4½	224	25.35	40	2250	L	Blk	¼	1⅝	9/32	Hel	P	F & S	Rayf	V	Conn S-H	West-2	D D	U P P	Hess	F	Sp B	4.75	S	S	116	32x4 s	Goodyear	¾ El†	3	B-P	B & R	B	2675
Liberty Six, 10-B	1195	Cont	6	3¼x4½	224	25.40	45	2200	L	Blk	5/16	1 7/16	9/32	Hel	T-S	F & S	Stmb	V	Delco S-H	Delco-2	D D	U P P	Timken	S-F	Sp B	4.75	S	S	115	32x4 s	Firestone	Semi†	3	B	R	R	2680
Locomobile, 48 S 2	5950	Own	6	4½x5½	525	48.60	90	2100	T	2	¼	2⅛	⅜	Hel	P	F & S	Ball	P	Berling M	West-2	D D	Sep	Own	F	Sp B	3.85	R	A	142	37x5q	Firestone	¾ El	7	B	B	R	5150
Locomobile, 38 S 2	5000	Own	6	4¼x5	426	43.35	75	2100	T	2	¼	2⅛	⅜	Hel	P	F & S	Ball	P	Berling M	West-2	D D	Sep	Own	F	Sp B	3.85	R	A	139	37x5q	Firestone	¾ El	7	B	B	R	4950
Lozier 84	1695	Own	4	4¼x6½	369	28.90	...	...	L	Blk	¼	...	...	Chn	P	F & S*	Stew	P	Bosch D-H	G & D-2	O D	U P P	Timken	F	Bev	3.91	..	..	120	36x4½ s	Stanweld	Plat†	3	...	...	...	...
Lozier, 82	2775	Own	6	3⅞x6	424	36.04	...	...	L	3	¼	...	...	Chn	P	F & S*	Rayf	P	Else'n S-H	G & D-2	O D	U P P	American	F	Sp B	3.27	..	..	132	36x4½ s	Stanweld	Plat†	3	...	...	...	...
Luverne, 760	1750	Cont	6	3¾x5¼	348	33.75	...	...	L	3	5/16	...	...	Chn	P	F & S	Schb	V	At K S-H	Bosch-2	D D	U P P	Hess	F	Sp B	4.00	S	S	132	35x4½ s	D Wheels	Semi†	4	B	B & R	R	...
Macon, A	875	Sterl	4	3 x4¼	...	14.40	...	...	L	Blk	...	...	...	Hel	T-S	S	Zeni	V	Conn	Wagner-2	D D	U P P	Timken	S-F	Sp B	4.75	..	..	114	32x3½	....	Semi	2	B	R	R	...
Madison, 4	1285	Ruten	6	3⅛x5	230	23.44	48	2200	L	Blk	¼	1⅝	5/16	Hel	P	S	Rayf	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	S	S	120	34x4 s	Firestone	¾ El†	3	B	B	B	2960
Majestic, A	1650	Colonial	8	3 x5	283	...	...	...	..	Blk	...	...	...	Chn	T-S	F	Ball	V	At K S-H	....	D D	U P P	Salisbury	F	Sp B	4.42	S	S	135	35x5	Firestone	Semi	3	B-R	B	B	...
Majestic, M	3000	H-Splm	8	3¼x5	332	...	...	...	..	Blk	...	...	...	Hel	Gr	F	Ball	V	At K S-H	....	D D	U P P	American	¾ F	Sp B	4.30	S	S	125	32x4	Firestone	Semi	3	B-R	R	B	...
Malbohm, A	795	Own	4	3⅛x4	122	15.63	29	2360	L	Blk	5/16	1⅝	5/16	Hel	T-S	F & S	Zeni	G	At K S-H	Disco-1	D D	U P P	Weiss	¾ F	Bev	4.00	S	S	105	30x3½ c	Prudden	Semi†	3	B	R	B	1820
Marion-Hanly, A	1350	Ruten	6	3⅛x5	230	23.44	45	2400	L	Blk	9/32	1 9/32	5/16	Hel	P	F & S	Stmb	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.42	S	S	120	32x4 s	Firestone	Semi†	3	B-P	B & R	B	2860
Marion-Hanly, B	1650	Cont	6	3½x5¼	303	29.40	55	2100	L	Blk	5/16	1.31	.31	Hel	P	F & S	Stmb	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.07	S	S	125	35x4½ s	Firestone	Semi†	3	B	B & R	B	3060
Marmon, 34	3100	Own	6	3¾x5⅛	340	33.75	74	2450	I	Blk	5/16	1¾	.37	Hel	P*	F	Stmb	G	Bosch S-H	Bosch-2	C	To-T	Own	¾ F	Sp B	3.69	T	T	136	32x4½q	D Wheels	C Trans	4	B-R	B R	R	3215
Maxwell, 25	665	Own	4	3⅝x4½	186	21.03	25	1700	L	Blk	5/16	1 11/32	19/64	Hel	T-S	F & S	K.D.	G	At K S-H	Simms-1	O C	U P P	Own	¾ F	Bev	3.58	S	T	103	30x3½ c	D Wheels	¾ El	2	R-P	R	B	1960
McFarlan, 127	3800	Ttor	6	4½x6	573	48.60	100	1850	T	Blk	¼	2	.34	Hel	P	F & S	Stmb	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	3.77	S	S	137	35x5 s	Firestone	Semi	4	R	R	R	4465
Mercer, 22-73	3500	Own	4	3¾x6¾	298	22.50	...	...	L	Blk	5/16	...	...	Chn	P	F	Zeni	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.87	S	S	132	34x4½q	Howard	Semi†	3	B	B R	R	...
Mercer, 22-73	*3400	Own	4	3¾x6¾	298	22.50	72	2800	L	Blk	5/16	2⅛	⅜	Chn	P	F	Zeni	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.22	S	S	115	32x4q	Howard	Semi†	3	B	B R	R	3900
Metz, 25	650	Own	4	3⅞x4	189	24.03	...	...	L	Blk	5/16	...	...	Spr	T-S	S	AWT	G	West S-A	G & D-2	F D	....	Own	.....	.....	4.00	R	R	108	32x3½ c	Mott	El	3	...	R	B	3100
Mitchell, C-42	1425	Own	6	3½x5	289	29.40	52	2000	L	Blk	¼	1 5/16	5/16	Hel	P	S	Rayf	V	Conn S-H	West-2	C	T T	Own	F	Bev	4.41	T	T	127	34x4 s	Standwel	Cant	3	B-R	B & R	R	3160
Mitchell, D-40	1195	Own	6	3¼x5	249	25.35	46	2200	L	Blk	5/16	1 5/16	5/16	Hel	P	S	Rayf	V	Conn S-H	Split-2	C	T T	Own	¾ F	Sp B	4.41	T	T	120	32x4 s	Stanweld	Cant	3	B-R	B & R	B	2860
Moline-Kngt,50	1840	Own	4	4 x6	301	25.60	52	1700	S	Blk	¼	...	...	Chn	T-S	F	Schb	V	Conn S-H	Comb	C	Sep	mken	S-F	Sp B	4.00	S	A	122	35x4½ s	Firestone	C Trans	3	R-P	R	R	3152
Moline-Kngt,40C	1495	Own	4	3¾x5	220	22.50	...	...	S	Blk	¼	...	...	Chn	T-S	F	Schb	V	Conn S-H	Comb	C	Sep	Timken	S-F	Sp B	4.30	S	A	118	34x4 s	Firestone	C Trans	3	R-P	R	R	3012
Monitor, C	895	G-B & S	4	3¾x4¼	188	22.50	...	...	L	Blk	5/16	...	...	Chn	T-S	F & S	Schb	G	....D-H	Heinze-2	O D	U P P	Adams	F	Bev	4.50	S	S	110	32x3½ s	Goodrich	¾ El	3	B-R	R	B	...
Monitor, N	1095	Cont	6	3¼x4½	224	25.35	...	...	L	Blk	¼	...	...	Hel	P	S	Stmb	V	Heinze DH	Heinze-2	D D	U P P	Adams	F	Bev	4.50	S	S	117	33x4 s	Goodrich	¾ El	3	B-R	R	B	...
Monroe, M-4	1095	Own	4	3¼x4½	150	16.90	44	2600	I	Blk	5/16	1⅝	5/16	Hel	T-S	F	Zeni	V	Conn S-H	Auto-2	D D	U P P	Hess	S-F	Sp B	4.75	S	A	115	32x4 s	Firestone	C Cant	2	B	R	R	2375
Moon, 6-66	1750	Cont	6	3½x5¼	303	29.40	...	...	L	Blk	5/16	...	...	Hel	P	F & S	Rayf	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.42	S	S	124	35x4½ s	Firestone	Semi†	3	B-P	R	R	...
Moon, 6-45	1485	Cont	6	3¼x4½	224	25.35	45	2000	L	Blk	5/16	1⅝	¼	Hel	P	F & S	Rayf	V	Delco S-H	Delco-2	D D	U P P	Hess	¾ F	Sp B	4.60	S	S	118	34x4	Firestone	Semi†	3	B-P	B & R	B	2950
Moore, 30	550	G-B & S	4	3¾x4½	188	22.50	37	2800	L	Blk	¼	1⅝	7/32	Chn	T-S	F & S	Schb	V	Split S-H	Disc-2	O D	U P P	Peru	F	Sp B	4.00	S	A	106	30x3½	Detroit	Cant	3	B	B & P	B	1830
Murray, 70-T	2500	H-Splm	8	3¼x5	332	33.80	80	2700	L	4	5/16	...	...	Hel	P	F	Zeni	V	Split D-H	West	D D	U P P	Timken	F	Sp B	4.46	S	S	128	34x4½ s	Firestone	¾ El	3	R	R	R	3750
Napoleon, 30	795	Lycmg	4	3½x5	166	19.60	32	2400	L	Blk	5/16	...	...	Hel	T-S	F & S	Cart	V	Conn D-H	Dyneto-2	D D	U P P	Mott	S-F	Bev	4 00	S	S	112	31x4	Prudden	Cant	2	B	B & R	B	2250
National, 12	2250	Own	12	2⅞x4¾	370	39.60	80	2800	L	6	5/16	1 23/64	.320	Hel	P	F	Rayf	V	Delco S-H	Bijur-2	C	U P P	Columbia	F	Sp B	4.58	S	A	128	34x4½q	Firestone	Cant	3	B	R	R	3530
National, 6	1850	Own	6	3½x5¼	303	29.40	51	1900	L	Blk	5/16	154	.302	Hel	P	F & S	Rayf	V	Split S-H	West-2	C	U P P	Columbia	F	Sp B	4.85	S	A	128	34x4½q	Firestone	Cant	3	B	R	B	3417
Nelson	1700	Own	4	3⅛x4¾	146	15.60	...	...	I	Blk	...	...	...	Bev	T-S]	F & S	Zeni	V	Bosch S-H	U-S-L-1	O D	R. Ax	Own	F	Sp B	4.25	..	..	104	32x4 s	Kelsey	Semi	2	B-R	B & R	B	...
Oakland, 34	945	North	6	2⅝x4¾	177	19.04	41	2500	I	Blk	5/16	1 9/32	5/16	Hel	P	S	Marv	V	Delco S-H	Delco-2	C	U P P	Mott	F	Bev	4.50	S	S	112	32x4 s	Baker	Semi†	3	B-R	R	R	2150
Oakland, 50	1585	North	8	3½x4½	346	39.30	...	...	L	4	5/16	...	...	Hel	P	F & S	Stmb	V	Delco S-H	Delco-2	C	U P P	Mott	F	Sp B	4.08	S	S	127	34x4½ s	Baker	¾ El†	3	B-R	R	B	...
Ogren, 6-50	2500	Cont	6	3¾x5¼	348	33.75	...	...	L	...	...	...	...	......	P	F	Rayf	V	Bosch	West-1	D D	U P P	Timken	F	Bev	3.75	S	S	132	34x4½	Stanweld	Semi	..	R	....	R	...
Oldsmobile, 45	1395	Own	8	2⅞x4¾	246	26.55	58	2600	L	4	5/16	1¼	11/32	Hel	P	F	John	V	Delco S-A	Delco-2	C	U P P	Mott	F	Sp B	4.91	S	S	120	33x4 s	Baker	¾ El†	2	B-R	B & R	R	2985
Oldsmobile 6	1095	Own	6	2⅝x4¾	...	18.90	...	...	L	Blk	...	...	...	Hel	P	......	John	V	Delco	Delco	C	U P P	W. Mott	F	Sp B	4.60	..	..	112	32.4	Baker	Semi	3	B-R	B R	R	...
Overland, 85B	895	Own	4	4⅛x4½	240	27.23	35	1690	L	Blk	5/16	1⅝	11/32	Hel	T-S	S	Tilt	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Bev	4.00	T	T	112	32x4 s	Stanweld	Cant	5	B-R	B & R	R	2835
Overland, 85-6-B	1025	Cont	6	3¼x4½	223	25.35	38	2240	L	Blk	¼	1.39		Hel	P	F & S	Tilt	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Sp B	4.60	T	T	116	32x4 s	Stanweld	Cant	3	B-R	B & R	R	2993

NAME AND MODEL	Price Touring Car	MOTOR															Car-buretor		IG-NITION SYSTEM	Make of Starting-Lighting System	TRANSMISSION						Car Drives Through	Torque Taken By	RUNNING GEARS				BEARINGS				Weight of Car
																							REAR AXLE														
		Make of Engine	Number Cylinders	Bore and Stroke in Inches	Piston Displacemt.	Rated H. P.	Max. Brake H. P.	R. P. M. at Max. H. P.	Shape of Cylinder	How Cylinders are Cast	WdthPist.Ring Grove	Diam. of Valves (Clear)	List of Valve	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Make and Type	Fed by	Make Type		Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio			Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel	
Owen-Magnetic, O-36	3950	Cont	6	3¾x5½	364	33.75	60	2000	L	Blk	3/16	1 11/16	3/8	Hel	P	F & S	Zeni	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	American	F	Sp B	3.50	S	A	136	35x5 s	D Wheels	Semi	4	....	R	....	4520
Owen Magnetic, M-25	3300	Cont	6	3½x5¼	303	29.40	50	2000	L	Blk	3/16	1.54	5/16	Hel	P	F & S	Zeni	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	Timken	¾ F	Sp B	4.08	S	S	125	34x4½ s	Stanweld	Semi†	3	....	R	....	4020
Packard, 2-25	3050	Own	12	3 x5	424	43.20	95	2600	L	6	3/16	1½	.344	Chn	P	F	own	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	S	A	126	35x5q	Contin'al	Plat	3	B-R	B	R	4150
Packard, 2-35	3500	Own	12	3 x5	424	43.20	....	....	L	6	3/16	....	....	Chn	P*	F	own	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	S	A	135	35x5q	Contin'al	Plat	3	B-R	B	R	
Paige-Linwood, 6-39	1175	Ruten	6	3⅛x5	230	23.44	45	2350	L	Blk	3/16	1 5/16	.312	Hel	P*	F & S	Stmb	G	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.83	T	T	117	32x4 s	Firestone	Cant	3	B-R	B & R	B	2778
Paige, Stratford, 6-51	1495	Cont	6	3½x5¼	303	29.40	51	1900	L	Blk	3/16	1.54	.305	Hel	P	F & S	Rayf	V	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.50	T	T	127	35x4½ s	Kelsey	Cant	3	B-R	B & R	R	3373
Pan American Six	1500	Ruten	6	3⅛x5	....	23.44	....	....	....	....	....	....	....	....	....	....	....	..	G & D	G & D	D P	....	Timken	....	....	....	..	..	120	32x4	Firestone	Semi	..	....	R	....	....
Partin-Palmer, 32	745	Lycmg	4	3½x5	187	19.60	35	1800	L	Blk	3/16	1	¼	Hel	T-S	F & S	Cart	V	Conn S-H	Disco-2	D D	U P P	Peru	F	Bev	4.00	S	S	110	32x3½ c	Perlman	¾ El†	2	B	R	B	2270
Partin-Palmer, 20	545	LeRoy	4	3⅛x4½	138	15.63	....	....	L	Blk	3/16	1	¼	Hel	T-S	F & S	Schb	G	Conn S-H	Al-Ch-1	D D	R Ax	Durston	F	Bev	4.00	S	S	96	30x3½ c	Perlman	¾ El	2	B	B	B	....
Paterson, 6-45	1165	Cont	6	3¼x4½	223	25.35	38	1600	L	Blk	¼	1¼	5/16	Hel	P	F & S	Stmb	V	Delco-D-H	Delco-2	C	U P P	Hess	F	Sp B	4.50	S	S	117	32x4 s	Detroit	¾ El†	3	B	R	B	2740
Pathfinder, 3-A & 3-C	3250	Widly	12	2⅞x5	390	39.63	80	2600	I	3	3/16	1 9/32	5/16	Hel	P	F	Stmb	G	Delco S-A	Delco-1	D D	U P P	American	F	Sp B	4.33	S	S	135	35x5 s	Stanweld	Semi	3	R	R	R	4100
Peerless, 56-2	2090	Own	8	3¼x5	331	33.80	80	2800	L	4	3/16	1 9/16	3/8	Hel	P	F	Ball	V	At K S-H	G & D-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	125	35x4½ s	Firestone	Plat†	3	B-R	R	R	3500
Pennsy, R.	855	G-B & S	4	3¾x4¼	188	22.50	37	2800	..	Blk	3/16	1⅝	9/32	Hel	T-S	F & S	Zeni	V	Conn S-H	Dyneto-2	D D	U P P	Weiss	S-F	Bev	4.00	S	S	115	32x4	Goodyear	Semi	3	....	....	....	2600
Phianna, M.	4500	Own	4	3 31/32x6	287	25.00	....	....	L	Blk	3/16	....	....	Chn	P	F	H&N	V	Bosch S-H	Wd-Leon	D	Sep	American	F	Sp B	4.00	R	R	125	32x4½	....	Cant	3	B	R	B & R	....
Pierce-Arrow, 38	4800	Own	6	4 x5½	414	38.40	75	2200	T	2	¼	....	....	Hel	P	F	own	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	S	A	134	36x4½q	Goodrich	¾ El	7	B-R	B & R	R	4170
Pierce-Arrow, 48	5500	Own	6	4½x5½	525	48.60	90	2000	T	2	¼	....	....	Hel	P	F	own	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	S	A	142	37x5q	Goodrich	¾ El	7	B-R	B & R	R	4932
Pierce-Arrow, 66	6500	Own	6	5 x7	824	60.00	125	1800	T	2	9/32	....	....	Hel	P	F	own	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	S	A	147½	38x5½q	Goodrich	¾ El	7	B-R	B & R	R	5250
Pilot, 6-45	1200	Teetor	6	3⅛x5	230	23.44	30	2000	L	Blk	3/16	1.37	.31	Hel	P	F & S	Tilt	V	Delco S-H	Delco-2	D D	U P P	Hess	F	Sp B	4.25	S	T	119	32x4 s	Stanweld	Cant	3	B	B & R	R	2800
Pilliod	1485	Own	4	4⅛x5	....	....	....	....	..	Blk	..	....	....	Chn	P	S-F	John	V	Auto	Auto-2	D	U P P	Hess	F	Sp B	....	..	..	121	34x4	Firestone	Cant	..	B-R	B	R	....
Premier, 6-B	1985	Own	6	3⅝x5½	295	27.30	60	2000	I	Blk	3/16	1½	5/16	Hel	P	F & S*	John	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	125½	35x4½ s	Firestone	Semi†	3	B-P	R	R	3600
Princess F.	825	G-B & S	4	3¾x4¼	188	22.54	....	....	L	Blk	3/16	....	....	Chn	T-S	F & S	Schb	V	Split S-H	Disco-2	O D	U P P	Own	F	Sp B	4.25	S	S	108	32x3½	Baker	¾ El†	3	B-R	B & R	B	....
Pullman, 4-24	860	G-B & S	4	3¾x4¼	188	36.90	....	....	L	Blk	3/16	....	....	Chn	T-S	F & S	Stmb	V	At K S H A	Dyneto	O D	U P P	Peru	F	Bev	4.50	S	T	114	31x4c	Firestone	Cant	3	B	R	R	....
Regal, J	745	Own	4	3½x4¾	182	19.60	33	1860	L	Blk	3/16	1 5/16	5/16	Hel	T-S	S	Cart	V	Springfield	Springf'd	C	U P P	Peru	F	Bev	4.25	T	T	108	30x3½	Firestone	Cant	3	B	R	B	2225
Regal, F	1200	Huron	8	3 x4½	254	28.80	....	....	L	4	3/16	....	....	Hel	T-S	F & S	John	V	At K S-H	Dyneto-1	C	R Ax	Peru	¾ F	Bev	4.00	R	T	112	33x4 s	Stanweld	Cant	2	R	R	B	....
Reo, R & S	875	Own	4	4⅛x4½	240	27.23	35	1800	F	2	3/16	2.33	.26	Hel	P	S	John	G	Remy S-H	Remy-2	D D	Sep	Own	S-F	Bev	4.00	S	A	115	34x4 s	Firestone	¾ El	3	R	R	R	2800
Reo, M & N	1250	Own	6	3 9/16x5⅛	307	30.50	45	1800	F	3	3/16	2.33	.19	Hel	P	S	Rayf	V	Remy S-H	Remy-2	D D	Sep	Own	F	Sp B	4.30	S	A	126	34x4½ s	Stanweld	Cant	3	R	R	R	3385
Richmond, 6-17	....	Own	6	3½x5	289	....	....	....	L	3	3/16	....	....	Hel	P	F & S	Stmb	V	Delco S-H	Delco-1	C	U P P	Own	¾ F	Sp B	4.25	S	S	124	35x4½	Stanweld	Semi	3	B ..	B	R	....
Roamer	1850	Ruten	6	3⅛x5	303	23.44	54	2250	L	Blk	9/32	1 11/32	5/16	Hel	P	F & S	Stmb	V	Bosch D-H	Bijur-2	D D	U P P	Hess	¾ F	Sp B	4.42	S	S	126	34x4 s	D Wheels	¾ El†	3	B	B	B	3000
Ross, C.	1775	H-Splm	8	3¼x5	332	33.80	80	2400	L	Blk	3/16	1 7/16	.35	Gear	P	F	Zeni	V	At K S H A	Wd Leon 2	D D	U P P	American	¾ F	Sp B	4.64	S	S	130	35x4½ s	Jackson	Semi	3	B	B	B	....
Saxon, Six	935	Cont	6	2⅞x4½	175	19.84	36	2200	L	Blk	3/16	1 11/32	9/32	Hel	T-S	F & S	Stmb	G	Remy S-H	Wagner-2	D D	R Ax	Timken	S-F	Sp B	4.75	T	T	112	32x3½ s	Stanweld	Cant	3	R-P	R	R	2376
Saxon, Four	* 495	Cont	4	2¾x4	94	12.10	18	2200	L	Blk	3/16	1⅛	9/32	Hel	T-S	F & S	Schb	G	At K S-A	Wagner-2	D D	R Ax	Own	S-F	Bev	5.00	T	T	96	30x3c	Prudden	Cant	2	R-P	B & R	B	1426
Scripps-Booth, D	1285	Ferro	8	2⅝x3¾	162	22.05	....	....	I	Blk	3/16	....	....	Hel	T-S	F & S	Zeni	V	Remy S-A	Wagner-2	D D	U P P	Russell	¾ F	Sp B	4.80	S	R	120	32x4 s	D Wheels	Cant	2	B-P	B & R	B	....
Scripps-Booth	985	....	4	3 11/16x4	171	....	....	....	I	Blk	3/16	....	....	....	....	....	Zeni	..	Remy	....	C	....	....	....	....	....	..	..	110	30x3½ c	D Wheels	Cant	3	B-R	R	....	....
Simplex-Crane	*7000	Own	6	4⅜x6¼	564	45.94	....	....	L	3	3/16	....	....	Chn	P	F	Newc	P	Bosch D-H	Bosch-2	D	U P P	Own	F	Sp B	Opt	S	S	143½	37x5q	....	Semi	3	B	B	R	....
Singer, 17	3800	H-Splm	6	4 x5½	415	38.40	100	1950	T	3	¼	1 7/16	5/16	Gear	P	F	Rayf	V	Bosch S-H	West-1	D D	U P P	Timken	F	Sp B	3.70	S	A	136	35x5	D Wheels	Cant†	3	B	R	R	4400
Standard, F	2000	H-Splm	8	3¼x5	331	33.80	80	2450	L	4	3/16	1 7/16	3/8	Hel	P	F	Zeni	V	Split S-H	Split-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	127	35x4½ s	Firestone	Semi†	3	B-R	B R & P	R	3200
Standard, E	*1950	H-Splm	8	3 x5	282	28.80	75	2450	L	4	3/16	1 7/16	3/8	Hel	P	F	Zeni	V	West S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	121	35x4½ s	Firestone	Semi†	3	B-R	B R & P	R	3000
Stearns-Knight, 8	2250	Own	8	3¼x5	331	33.80	65	2400	S	4	3/16	....	....	Chn	T-S	F & S*	Rayf	V	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.75	S	A	121	35x4½q	Goodrich	Cant	3	B-R	B & R	R	3800
Stearns-Knight, 4	1495	Own	4	3¾x5⅝	248	22.50	50	2000	S	Blk	3/16	....	....	Chn	P	F & S*	Schb	G	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.50	S	A	119	34x4q	Goodrich	Cant	3	B-R	B & R	R	3400
Stephens, 60	1250	Cont	6	3¼x4½	225	25.35	55	2600	L	Blk	¼	1⅜	3/8	Hel	P	F & S	Stmb	V	Delco-2	Delco-2	D D	U P P	Hess	F	Bev	4.75	S	S	115	32x4	Goodyear	Semi†	3	B	R	B	2900
S-S-E, A-f	7000	Own	6	3 16/29	300	30.24	77	2700	..	Blk	..	2	3/8	Chn	P	F & S	Zeni	P	Delco D	Delco-2	D D	R Ax	Own	S-F	Sp B	3.40	T	T	122	33x4½	D Wheels	Cant	7	....	....	....	1800
Studebaker, 6-50	1250	Own	6	3⅞x5	354	36.04	....	....	L	Blk	3/16	....	....	Hel	P	S	Schb	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	3.70	R	A	122	34x4½ s	Kelsey	¾ El	4	R	R	R	....
Studebaker, 4-40	985	Own	4	3⅞x5	236	24.03	....	....	L	Blk	3/16	....	....	Hel	P	S	Schb	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	4.00	R	A	112	34x4 s	Kelsey	¾ El	3	R	R	R	....
Stutz, R.	2550	Wisc	4	4¾x5½	390	36.10	....	....	T	2	¼	....	....	Hel	P	F	Stmb	P	Remy S-H	Remy-2	C	R Ax	own	¾ F	Bev	4.45	T	T	130	32x4½ s	D Wheels	Semi	3	B	R	R	....
Stutz, 16-valve	*2550	Own	4	4⅜x6	....	30.63	....	....	T	Blk	¼	....	....	Hel	P	S	Stmb	P	Bosch S-H	Remy-2	C	R Ax	Own	¾ F	Bev	3.66	..	..	120	34x4½	D Wheels	Semi	3	B	....	....	....
Sun, 17	1095	Own	6	3⅛x5	230	23.44	50	2800	L	Blk	3/16	1⅜	5/16	Hel	P	F & S	Rayf	V	Remy D-H	Remy-2	D D	U P P	Adams	F	Bev	4.58	S	S	116	34x4 s	Firestone	Semi	3	B	B & R	B	2600
Templar, 4-45	....	Own	4	3⅜x5½	....	....	....	....	I	....	....	....	....	Chn	P	F & S	Rayf	V	Remy S-H	Remy-2	D D	U P P	Hess	S-F	Sp B	4.75	..	..	116	34x4	Firestone	Semi†	3	B	B & R	B	....
Templar, 6-45	....	Own	6	3 x5	....	....	....	....	I	....	....	....	....	Chn	P	F	Zeni	V	Remy S-H	Remy-1	D D	U P P	....	F	Sp B	4.45	..	..	120	32x4	....	El	3	B	R	R	....
Velie, 28	1185	Cont	6	3¼x4½	223	25.35	35	2050	L	Blk	3/16	1.39	.33	Hel	P	F & S	Stmb	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.33	S	S	115	32x4 s	Goodrich	¾ El	3	B-P	R	R	2716
Velie, 27	1650	Cont	6	3½x5¼	303	29.40	50	2000	L	Blk	3/16	1¼	.28	Hel	P	F & S	Stmb	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.08	S	S	124	35x4½ s	Goodrich	¾ El†	3	B-R	R	R	3316
Westcott, 18	1790	Cont	6	3½x5¼	303	29.40	52	2175	L	Blk	3/16	1.54	.30	Gear	P	F & S	Rayf	V	Delco	Delco-2	D D	U P P	Timken	S-F	Sp B	4.46	S	A	125	35x4½ s	Firestone	Cant	3	B-R	R	R	3200
White, 16-valve	4600	Own	4	4¼x5¾	326	28.90	....	....	T	Blk	¼	....	....	Hel	P	F	own	V	....	LeeceN-2	O D	U P P	Own	S-F	Sp B	....	S	S	137	37x5 s	Firestone	Semi	3	B	B	B	....
Willys-Knight, 88-8	1950	Own	8	3⅜x4	286	36.45	68	2500	S	4	3/16	....	....	Chn	T-S	F	Zeni	V	Remy	Auto-1	C	R Ax	Own	F	Sp B	4.60	T	T	125	34x4½	....	Cant	2	B-R	R	R	3551
Willys-Knight, 88-4	1395	Own	4	4⅛x4½	240	27.23	54	2214	S	Blk	⅜	....	....	Hel	T-S	F & S	Tilt	V	Conn S	Auto-2	C	R Ax	Own	F	Sp B	4.30	T	T	121	34x4½	Stanweld	Cant	3	B-R	R	R	3470
Willys, 88-6	1425	Cont	6	3½x5¼	303	29 40	45	2115	4	Blk	3/16	1 54	.30	Hel	P	F & S	Tilt.	V	ConnS	Auto-2	C	R Ax	Own	F	Sp B	4.00	T	T	125	35x4½ s	Stanweld	Cant	3	B-R	R	R	3447
Winton, 33	2685	Own	6	3¾x5½	348	33.75	56	1900	L	2	¼	1¾	5/16	Chn	P	F	Rayf	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	S	A	128	36x4½q	Firestone	¾ El	4	B-R	R	R	3870
Winton, 48	3500	Own	6	4½x5½	525	48.60	71	1860	L	2	¼	2¼	5/16	Chn	P	F	Rayf	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	S	A	138	37x5q	Firestone	¾ El	4	B-R	R	R	4440
Woods, Dual Power	2950	Cont	4	2¾x4	69	12.12	....	....	L	Blk	3/16	....	....	Hel	T-S	F & S	Stmb	G	At K 2	Own	Mag	....	Own	S-F	....	8.25	S	A	125	34x4½	Stanweld	Cont	2	B	B	R	....
Yale, K	1550	Masnk	8	3½x4½	276	31.25	....	....	..	Blk	3/16	....	....	Chn	T-S	S	Zeni	G	Remy S-H	Disco	O D	U P P	Timken	S-F	Sp B	4.11	S	S	126	34x4††	Stanweld	¾ El	2	....	B	R	....

STEAM CARS

Doble, C.	2500	Own		5 x4	....	..	....	....	....	....	Ste	am Po	wer plant	..	....	Wagner	None	None	American	S-F	Spur	....	128	33x5	D Wheels	Semi	..	....	....	....	...	....
Lutz	....	Own	2	4 x4	....	..	⅜	Blk	....	....	Ste	am po	wer plant	..	....	Wagner-2	D	U P P	Timken	S-F	Sp B	....	125	37x4½	....		..	....	....	....	...	....
Stanley, 728	22	Own	2	4 x5	....	..	....	....	....	....	Ste	am po	wer plant	..	....	....	None	None	Own	....	Spur	....	130	34x4½	....	El	..	....	....	....	...	....

Helpful Hints to the Mechanic

Importance of Locking Nuts Securely in Place When Assemblng Parts—Right and Wright Ways of Applying Cotter Pins

By CHARLES E. SHIELDS

> For want of a cotter, the nut was lost.
> For the want of a nut, the bolt was lost.
> For the want of a bolt, the casting was lost.
> For the want of a casting, the machine was all in,
> And all for the want of a cotter pin.—*Pep.*

THERE are many automobile mechanics who do not realize the importance of locking nuts securely in place after they have been tightened up. The nuts on automobiles are particularly apt to come loose because of the constant vibration due to road shocks. A locomotive, for example, runs on smooth steel rails with the result that the nuts and bolts are much less apt to jar loose than in the case of the automobile. In the motor boat there is practically no vibration from external causes. Even the areoplane is not subjected to vibration from road shocks, except from the short interval that the plane runs along the ground before rising, or after alighting. The rapid depreciation of the automobile is almost entirely due to the fact that it has to run on all kinds of roads.

Failure to properly lock nuts, screws and bolts in place after they have been tightened up is often the reason why a car breaks down shortly after it has been overhauled at the garage.

Such failure is almost sure to disgust the owner of the car and cause him to patronize another garage thereafter. Thus the garage owner may lose a valuable customer through the carelessness of his mechanic. It may appear self-evident that nuts should be held in place by cotter pins, lock washers or other means, but nevertheless there has been so many cases of breakdown due to nuts not having been properly secured that it is believed special attention should be given the subject.

Just think how foolish it is for the mechanic to spend hours of time carefully adjusting the bearings and then leave the nuts on even one of these bearings so that they are free to either jar entirely off or to slacken up enough to ruin the adjustment. Even where the nuts do not hold a bearing in adjustment just as serious things may result from not properly locking them.

The writer recalls the case of a Ford car, which had been left at a garage to have the service brake and low gear band lining replaced. This, of course, necessitated the removal of the upper half of the flywheel and planetary gear housing. When it was replaced the nuts were not properly secured so that after the car had been driven a few miles the cover became loose, and the oil, which in these cars is distributed by the flywheel, leaked out rapidly, with the result that when the crank case became exhausted one of the connecting rod bearings burned out.

In most of the cars being built today some means is provided for locking the nuts that the manufacturer has found by experience are apt to jar loose. For this reason when dissembling a car the mechanic should carefully note which nuts are locked in place as if lock washers, for example, are used, these may become lost and there is then nothing to indicate whether the nuts were originally locked in place or not.

In the case of old cars quite often it is found that the makers have failed to provide a means for locking nuts that jar loose very easily. In this case it is up to the mechanic to remedy the matter by himself providing means of locking them. The engines of very old cars quite often are not as well balanced as they should be with the result that there is considerable vibration, which causes certain nuts to jar loose that would stay in place on engines of more modern design.

Probably the well-known method of using a cotter pin in connection with the drilled bolt and castillated nut familiar to every mechanic, is the most reliable way of holding a nut in place. There are, however, several faults with this arrangement, and to ensure the nut being locked properly these must be guarded against by the mechanic. Take the lower connecting rod bearing, for example, where castillated nuts nearly always are used to hold the bearing cap. After the proper number of shims have been applied and the nuts are set up the manufacturer drills the transverse hole through each bolt or stud in a position such that when the cotter pin is inserted it will pass through the slot in the nut and prevent it from turning. After the car has been run some time, however, the bearing wears and some of the shims have to be removed in order to take up the wear. After this has been done it will be found that upon setting up the nut the cotter pin hole is no longer in such a position that the pin will pass through the slot in the nut owing to the fact nut screws considerably further down the bolt. Sufficient washers should then be applied between the nut and the cap to bring the slots in the nut opposite the cotter pin hole. If this is not done the nut is sure to slacken off and the adjustment will be lost.

The writer has seen a number of instances where washers were not used in a case like this, or where an insufficient number were applied so that the nut slacked up enough to spoil the perfect bearing adjustment. Quite often a careless mechanic will be satisfied if he can get the slot in the nut to register sufficiently well with the hole in the bolt so one leg of the cotter pin can be passed through. Obviously this gives only half the security obtained when the whole pin is used and there is much more likelihood of the pin sheering off and releasing the nut altogether, in which case the connecting rod may come loose from the crankshaft and seriously damage the crank case.

It is often slow, tedious work to properly lock a castillated nut and it may be necessary to remove it several times before the correct number of washers is found to bring the hole and slot opposite to each other. Sometimes it is necessary to file down one of the washers before the desired results are obtained. When it is difficult to insert a cotter pin it often will

(Continued on page 151)

Technical Specifications for Motor Trucks 1917

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ABBREVIATIONS AND EXPLANATIONS:—**PRICE—C.**, Including Body. **FRAMES MATERIAL—R-C.**, Rolled Steel Channel Section; **R-I.**, Rolled Steel I Section; **Pr-S.**, Pressed Steel. **FRAMES CONSTRUCTION—S-F.**, Semi-Flexible; **Flex.**, Flexible; **R.**, Rigid. **TIRES—P.**, Pneumatic; **S.**, Solid; **St.**, Steel. **WHEELS—W.**, Wood; **C.**, Cast; **Ov.**, Oval Spokes; **Sq.**, Square Spokes; **Hol.**, Hollow Spokes; **Cr.**, Cruciform Spokes; **X.**, Cross-Shaped Solid Spokes; **D.**, Disk. **MAKE OF REAR AXLE—Salis.**, Salisbury; **Torb.**, Torbenson; **K-H.**, Keystone-Hindley; **TYPE OF REAR AXLES—F.**, Full Floating; **S-F.**, Semi-Floating; **D.**, Dead. **BEARINGS—P.**, Plain; **R.**, Roller; **B.**, Ball. **MAKE OF ENGINE—Wauk**, Waukegan; **Cont.**, Continental; **Lycm.**, Lycoming; **Herc.**, Hercules; **G-S-B.**, Golden, Belknop & Swartz. **CYLINDERS CAST—B.**, Block; **1**, Single; **2**, Pairs. **LOCATIONS OF R.**, Roller; **B.**, Ball. **MAKE OF ENGINE—Wauk.**, Waukegan; **Cont.**, Continental; **Lycmg.**, Lycoming; **Herc.**, Hercules; **G-S-B.**, Golden, Belknop & Swartz; **H-S.**, Herschel Spillman. **CYLINDERS CAST—B.**, Bleok; **1**, Single; **2**, Pais. **LOCATIONS OF VALVES—R.**, Right; **L.**, Left; **O.**, Opposite; **H.**, Head. **COOLING SYSTEM—G.**, Gear; **P.**, Pump; **T.**, Thermos-Syphon. **RADIATOR—Fin.**, Finned Tubes; **Sq. T.**, Square Tubular; **Z-Z-T.**, Zig-Zag Tubular **Cell.**, Cellular; **Hel.**, Helical; **Ring.**, Tubes arranged in Ring about Blower Fan. **IGNITION AND STARTING AND LIGHTING SYSTEM TYPE AND SPARK ADVANCE—D.**, Dual; **H.**, Hand Advance; **S.**, Single; **A.**, Automatic; **F.**, Fixed; **Eism.**, Eisemann; **Split.**, Splitdorf; **Conn.**, Connecticut; **West.**, Westinghouse; **G-D.**, Gray & Davis; **Br'l'ng.**, Berling; **At-K.**, Atwater-Kent; **Al-Ch.**, Allis Chalmers; **U. S. L.**, United States Lt. & Htg. Co.; **N-East.**, Nor East; **Split-App.**, Splitdorf Apple; **Huff-S.**, Huff-Simms; **Dono.**, Donohuse. **MAKE OF GOVERNOR—Wauk.**, Waukesha; **Rugg.**, Ruggles; **Mon.**, Monarch; **Dup.**, Duplex; **H-Sp.**, Herschel-Spillman; **Mil.**, Milwaukee; **Simp.**, Simplex. **CARBURETTER—MAKE AND FEED—Sch.**, Schebler; **Ray.**, Rayfield; **Stmbg.**, Stromberg; **Shak.**, Shakespeare; **Flech.**, Fletcher; **Zen.**, Zenith; **Johns.**, Johnson; **G.**, Gravity; **V.**, Vacuum; **P.**, Pressure. **CLUTCH TYPE—D-D.**, Dry-Disc.; **O-D.**, Pil Disc; **P.**, Plate; **C.**, Cone. **GEARSET TYPE AND LOCATION—Sel.**, Selective Sliding Gear; **Prog.**, Progressive Sliding Gear; **Ind.-C.**, Individual Clutch; **Plan.**, Planatory; **Fric.**, Friction; **Elec.**, Electric. **GEARSET LOCATION—Amid.**, Amidship; **U-M.**, Unit with Motor; **U-J.**, Unit with Jack-shaft; **U-X.**, Unit with Axle. **FINAL DRIVE—Int-G.**, Internal Gear; **Chn.**, Chain; **Sp-B.**, Spiral Bevel Gear; **B.**, Bevel Gear; **S.**, Spur Gear; **Ex.**, External Gear; **T.**, to Front Wheel; **4**, on all Four Wheels; **W.**, Worm.

Upon application we will be glad to forward the address of any of these manufacturers to any dealer.

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM		Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	TRANSMISSION						Size of Brake Banding
				FRAME		TIRES																														
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders How Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost					Clutch Type	Gearset Type	Location of Gearset	Speeds	Total Gear Reduction in High	Final Drive	
A & B....3T	6,000	$4,500	144	r-c	s-f	s	48x3½d	48x3½d	w-ov	....	....	....	....	....	3	....	4	511/64x4¾	42.76	2-r	G	fin	Bosch D-H	....	....	....	Scheb		g	....	elec	amid		28.00-1	int-g-f	....
A & B....5T	10,000	4,750	144	r-c	s-f	s	48x3½d	48x5d	w-ov	....	....	....	....	....	3	....	4	511/64x4¾	42.76	2-r	G	fin	Bosch D-H	....	....	....	Scheb		g	....	elec	amid		28.00-1	int-g-f	....
Acason....2	4,000	....	150	pr-s	s-f	s	34x4	36x3½d	w-ov	....	....	....	....	....	3	....	4	4¼x5¾	29.00	2-l	P	fin	Eism S-H	....	....	Wauk	Scheb		v	d-d	sel	u-m		....	worm	....
Acason....	7,000	....	168	pr-s	s-f	s	36x5	38x5d	w-ov	....	....	....	....	....	3	....	4	4¼x5¾	29.00	2-l	P	fin	Eism S-H	....	....	Wauk	Scheb		v	d-d	sel	u-m		....	worm	....
Acme....B	2,000	1,500	128	pr-s	s-f	p	34x3	34x4	w-sq	....	....	....	....	....	3	....	4	3½x5	19.61	b-l	T	fin	Eism S-H	....	....	Pierce	Ray		v	d-d	sel	u-m		7.75-1	worm	....
Acme....A	4,000	2,100	148	pr-s	s-f	s	36x4	36x6	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F	....	opt	Pierce	Ray		v	d-d	sel	u-m		8.50-1	worm	....
Acme....C	7,000	....	168	r-c	s-f	s	36x5	40x5d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	fin	Eism S-F	....	opt	Pierce	Ray		v	d-p	sel	amid		10.25-1	worm	....
Armleder....HW	4,000	2,500	166	pr-s	s-f	s	36x4	36x7	w-sq	Timken	w	....	....	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	....	60.00	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.50-1	worm	3x¼
Armleder....KW	7,000	3,500	156	r-I	s-f	s	36x5	36x5d	w-sq	Timken	w	....	....	....	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H	....	opt.	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.75-1	worm	....
Atlas....17	1,500	750	106	pr-s	....	p	31x4	31x4	w-ov	....	f-f	....	B	r	2	....	4	3¼x5	16.92	b-r	T	fin	Dixie S-H	....	....	....	Carter		g	o-d	sel	u-m		4.75-1	sp-b	....
Atterbury....6B	2,000	1,875	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken	f-f	r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F	....	....	Pierce	Zenith	1	g	d-d	sel	u-m	4	7.75-1	worm	3¼
Atterbury....6R	3,000	2,225	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken	f-f	r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F	....	....	Pierce	Zenith	1¼	g	d-d	sel	u-m	4	8.50-1	worm	3¼
Atterbury....7C	4,000	2,750	153½	pr-s	flex	s	36x4	36x4d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	....	....	Pierce	Zenith	1¼	g	d-d	sel	u-m	4	8.50-1	worm	3¼
Atterbury....7D	7,000	3,575	167½	pr-s	flex	s	36x5	40x5d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch D-H	....	....	Pierce	Zenith	1¼	g	d-d	sel	u-m	4	10.33-1	worm	3½
Autocar....21F	4,000	1,815	97	r-c	....	s	34x4	34x5	w-ov	own	f-f	....	....	....	2	own	2	4¾x4½	18.10	1-t	P	cell	Bosch S-F	....	....	....	Stmbg	1¼	..	d-p	prog	amid		7.14-1	B-S	2½
Available....1	2,000	1,700	132	r-c	s-f	s	36x3½	36x4	w-ov	....	....	....	....	....	3	....	4	3¾x5	22.50	b-r	T	cell	Bosch S-F	....	....	....	Stmbg		g	d-d	sel	u-m		7.00-1	worm	....
Available....2	4,000	2,250	156	r-c	s-f	s	36x4	36x7	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	cell	Bosch S-F	....	....	....	Stmbg		g	d-d	sel	u-m		7.75-1	worm	....
Available....3½	7,000	3,300	168	r-c	s-f	s	36x5	40x5d	w-ov	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	cell	Bosch S-F	....	....	Pierce	....		g	d-d	sel	u-m		10.33-1	worm	....
Available....5	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-ov	....	....	....	....	....	3	....	4	4½x5½	32.40	2-r	P	cell	Bosch S-F	....	....	Pierce	Stmbg		g	d-d	sel	u-m		11.75-1	worm	....
Avery....C	2,000	1,690	128	....	....	s	34x3½	34x5	....	....	....	....	....	....	..	....	4	4⅛x5¼	27.20	b-l	P	fin	HeinzeD-H	....	....	....	Ray		..	d-d	sel	u-m		7.75-1	chn	....
Avery....B	4,000	2,700	128	....	....	s	36x4	36x3½d	....	....	....	....	....	....	..	....	4	4¾x5	36.15	1-l	P	fin	Eism D-A	....	....	....	Ray		..	d-d	sel	u-j		3.50-1	chn	....
Avery....B	6,000	3,200	128	....	....	s	38x5	38x4d	....	....	....	....	....	....	..	....	4	4¾x5	36.15	1-l	P	cell	Eism D-A	....	....	....	Ray		..	d-p	sel	u-j		3.50-1	chn	....
Avery....A	6,000	2,500-c	140	....	....	w	38x5	38x4d	....	....	....	....	....	....	..	....	4	4¾x5	36.15	1-l	P	fin	Eism D-A	....	....	....	Ray		..	d-d	sel	u-j		3.50-1	chn	....
Beech Creek....3A	6,000	3,850	132	r-c	flex	s	36x6	36x6	w-sq	own	f-f	....	....	....	3	Wauk	4	4¼x5¾	29.00	2-l	P	cell	Eism S-H	....	....	Wauk	King	1¼	v	d-p	sel	amid		8.03-1	b-4	....
Bessemer....G	2,000	1,250	124	pr-s	s-f	s	35x3	35x4½	w-sq	....	....	....	....	....	3	....	4	3½x5	19.61	b-r	T	cell	....	Dixie	....	none	Zenith		g	d-d	sel	u-m		7.00-1	int-g	....
Bessemer....D	4,000	2,200	146	pr-s	s-f	s	37x4	37x4d	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	cell	....	Dixie	....	Pierce	Ray		g	c	sel	amid		7.75-1	worm	....
Bessemer....E	7,000	3,100	150	pr-s	s-f	s	37x5	37x5d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	cell	....	Dixie	....	Pierce	Ray		g	c	sel	amid		10.33-1	worm	....
Bessemer....J	4,000	1,985	160	pr-s	....	s	37x4	37x4	....	Torb	....	....	....	....	..	Cont	..	4⅛x5¼	....	l	p	cell	Magneto	Dixie	....	....	Ray	....	..	c	sel	....	3	8.00-1	int-g	....
Bethlehem....A1	2,500	1,175	126	pr-s	s-f	....	34x3	34x4	w-sq	Russell	s	r-b	r-b	r-b	3	own	4	3¾x4½	22.50	b-l	T	....	Bosch	....	....	Pierce	Scheb	1¼	g	d-d	sel	u-m		7.40	int	3¾x¼
Bethlehem....B1	4,500	1,715	144	pr-s	s-f	....	34x4	34x6	w-sq	Russell	s	r-b	r-b	r-b	3	own	4	4 x4½	27.00	2-l	T	....	Bosch	....	....	Pierce	Scheb	1¼	g	d d	sel	u-m		8 30	int	3¾x¼
Blair....C	4,000	2,850	121	pr-s	flex	s	34x4	34x3½d	w-sq	K-H	f	b	r	....	3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A	....	....	Wauk	Zenith	1¼	g	c	ind-c	amid		7.67-1	worm	¼x3¾
Blair....D	6,000	3,250	121	pr-s	flex	s	36x4	36x4d	w-sq	K-H	f	b	r	....	3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A	....	....	Wauk	Zenith	1¼	g	c	ind-c	amid		8.67-1	worm	¼x3¾
Blair....E	8,000	3,750	144	pr-s	flex	s	36x5	36x5d	w-sq	K-H	f	b	r	....	3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A	....	....	Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	¼x3¾
Blair....F	10,000	4,250	144	pr-s	flex	s	36x6	36x6d	w-sq	K-H	f	b	r	....	3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A	....	....	Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	¼x3¾
Bourne....VM	3,300	3,150	143	r-c	flex	s	36x4	36x4d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4x5½	25.60	b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g	....	....	....		7.75-1	worm	....
Bourne....XM	4,000	3,850	163	r-c	flex	s	36x5	36x5d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4¼x5½	28.90	b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g	....	....	....		8.50-1	worm	....
Brinton....H	2,000	1,250	122	....	s-f	p	33x4½	33x4½	w-ov	....	....	....	....	....	5	....	4	3¼x5	16.92	b-l	G	cell	S-F	....	....	....	....		g	d-d	sel	u-m		....	worm	....
Brinton....F	5,000	2,400	138	....	s-f	s	36x4	36x6	w-ov	....	....	....	....	....	5	....	4	4⅛x5	27.20	b-l	G	cell	S-F	....	stock	....	....		g	d-d	sel	u-m		....	worm	....
Briscoe....4-24	1,000	725	105	pr-s	r	p	30x4	30x4	w-ov	....	....	....	....	....	2	....	4	3⅜x5⅛	16.92	b-r	T	z-z-t	Split S-H	Split	stock	....	....		g	c	sel	u-x		4.23-1	b	....
Brockway....O	2,000	1,650	124	pr-s	flex	s	34x3½	34x4	w-sq	Sheldon	s-f	b	r	b	3	Cont	4	3¾x5	27.20	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	d-d	sel	u-m		7.90-1	worm	....
Brockway....J-2	3,000	1,925	124	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	r	r	b	3	Cont	4	3¾x5	22.50	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	c	sel	amid		8.66-1	worm	....
Brockway....K-3	4,000	2,350	148	pr-s	flex	s	36x4	36x7	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1½	g	c	sel	amid		8.66-1	worm	....
Brockway....R	7,000	3,200	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H	Bosch	200.00	Mon	Scheb	1½	g	d-d	sel	amid		10.33-1	worm	....
Burford....O-3	4,000	2,250	144	pr-s	s-f	s	36x3½	36x3½d	w-sq	Burford	dead	b	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	fin	Eism S-F	Wil. Batt	stock	none	Zenith	1¼	g	d-d	sel	u-m		8.60-1	int-g	16x2½
Burford....D-3	7,000	3,600	175	pr-s	flex	s	38x5	38x5d	w-sq	Sheldon	s-f	b	r	r	3	Wauk	4	4½x6¾	32.40	b-l	P	fin	K. W.	Wil. Batt	stock	Wauk	Zenith	1½	v	d-d	sel	amid		8.75-1	worm	20x2½
Champion....	....	....	106	pr-s	....	p	31x4	31x4	w	....	s-f	....	....	....	..	....	4	3⅛x4½	15.63	b-l	T	....	....	....	stock	....	....	....	..	d	sel	....	3	....	b	10x1½
Chase....A	2,000	1,650	138	pr-s	....	s	36x3½	36x5	w-ov	....	....	....	....	....	3	....	4	3½x5¼	19.61	b	P	fin	Bosch S-F	....	....	Mon	Stmbg		g	d-d	sel	u-m		....	worm	....
Chase....C	3,000	1,950	149½	pr-s	....	s	36x3½	36x3½d	w-ov	....	....	....	....	....	2	....	4	3½x5¼	19.61	b	P	fin	Bosch S-F	....	....	Mon	Stmbg		g	d-d	sel	u-m		....	worm	....
Chase....B	5,000	2,475	160	pr-s	....	s	36x4	36x4d	w	....	....	....	....	....	3	....	4	4⅛x5½	27.20	b	P	fin	Bosch S-F	....	....	Mon	Stmbg		g	d-d	sel	u-m		....	worm	....
Chase....X	6,000	2,800	160	pr-s	....	s	36x4	36x5d	w	....	....	....	....	....	4	....	4	4⅛x5½	27.20	b	P	fin	Bosch S-F	....	....	Mon	Stmbg		g	o-d	sel	u-m		....	worm	....
Chase....O	7,000	3,300	175	pr-s	....	s	36x5	36x5d	w-ov	....	....	....	....	....	3	....	4	4¼x6	29.00	b	P	fin	Bosch S-F	....	....	Mon	Stmbg		g	o-d	sel	u-m		....	worm	....
Clydesdale....25	1,500	1,025	144	pr-s	s-f	p	34x4½	34x4½	w	Salis	¾-f	r	r	....	3	Cont	4	3½x5	19.60	b-l	T	....	Bosch S-H	....	....	....	Zenith	1	g	c	sel	u-m	3	6.50-1	b	....
Clydesdale....30	2,000	1,230	144	....	s-b	....	34.3	34.4	w-sq	Timken	f-f	....	....	....	..	....	4	3½x5	....		P	....	....	....	....	....	....	....	..	c	sel	....	..	....	int-g	....
Clydesdale....45	3,000	2,100	146	pr-s	s-f	s	36x3½	36x5	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	....	Bosch S-H	....	....	own	Zenith	1¼	g	d	sel	u-m	4	7.25-1	worm	....

Collier.....M	1,500	900	118	pr-s	s-f	p	32x4	32x4	w-ov	Salis	...	b	b	r	3	Lycm	4	3¼x5	16.92	b-r	T	s-s-t	Conn S-H	Autolite	stock	none	Zenith	⅞	g	d-p	sel	u-m		6.00-1	b	14x2
Columbia.....E	4,000	1,850	144	r-c	flex	s	36x4	36x6	w-sq	Russell	...	...	...	...	3	Buda	4	4½x5½	27.20	b-r	P	s-s-t	Eism S-H	...	...	Mon	Shak	1¼	g	c	sel	amid		9.45-1	int-g	...
Commerce.....N	1,500	975	120	pr-s	flex	p	34x4	34x4	w-sq	Salis	...	b	b	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Eism S-F	Remy	100.00	none	Zenith	1	g	c	sel	u-m		6.00-1	b	2x44½
Commerce.....E	2,000	1,140	136	pr-s	flex	s	34x3	34x4	w-sq	Torb	...	b	r	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Remy S-H	Remy	stock	Pierce	Zenith	1	v	c	sel	u-m		7.00-1	int-g	2x45½
Continental (C)....FL	2,000	1,550	144	...	...	s	34x4	36x4	...	...	...	...	...	...	3	...	4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F	...	...	...	Stmbg		..	d-d	sel	u-m		7.75-1	worm	...
Continental (C)....HL	3,000	1,750	144	...	...	s	34x3½	36x5	...	...	...	...	...	...	3	...	4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F	...	...	...	Stmbg		..	d-d	sel	u-m		9.25-1	worm	...
Continental (C).....J	4,000	2,100	146	...	...	s	36x4	36x4d	...	...	...	...	...	...	3	...	4	4⅛x5¼	27.20	2-l	P	cell	Bosch S-F	...	...	...	Stmbg		..	d-d	cel	u-m		9.25-1	worm	...
Continental (C)....M	7,000	3,000	168	...	...	s	36x5	36x5d	...	...	...	...	...	...	3	...	4	4½x5½	32.40	2-l	P	cell	Bosch S-F	...	...	...	Stmbg		..	d-d	sel	u-m		10.50-1	worm	...
Corbitt.....E	2,000	1,650	130	r-c	f	s	34x3½	34x4	w-sq	Sheldon	...	...	...	...	3	...	4	3¾x5	22.50	b	T	cell	Eism.	Disco	100.00	Pierce	Stmbg	1¼	..	d-d	sel	u-m	3	7.50-1	...	16x2½
Corbitt.....D	3,000	2,400	138	pr-s	r	s	36x3½	36x5	w-sq	Sheldon	s-f	r	b	...	3	Cont	4	3¾x5¼	22.50	b-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt.....C	4,000	2,650	148	pr-s	r	s	36x3½	36x3½d	w-sq	Sheldon	s-f	r	b	...	3	Cont	4	4 x5¼	27.20	b-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt.....B	5,000	2,900	148	pr-s	r	s	36x4	36x4d	w-sq	Sheldon	s-f	r	b	...	3	Cont	4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt.....A	7,000	3,600	168	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	s-f	r	b	...	..	Cont.	4	4½x5½	32.40	p-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1½	g	w-d	ind-c	amid		11.66-1	worm	20x2½
Corbitt.....AA	10,000	4,200	168	r-c	r	s	36x6	36x6	w-sq	Sheldon	s-f	r	b	...	3	Cont	4	4-4½x5½	32.40	p-2	P	fin	Eism H	Disco	100.00	Pierce	Stmbg	1½	g	o-d	...	amid	3	13.5-1	worm	30x2½
Corliss.....A	1,000	650	103	pr-s	r	p	31x4	31x4	w-ov	Gemco	s-f	...	...	...	2	LeRoi	4	3⅛x4½	15.64	b-l	T	fin	Dixie S-H	Al-Cb	75.00	...	Scheb		g	d-d	sel	u-m		4.50-1	b	...
Couple Gear.....HC	7,000	5,400	144	r-c	s-f	s	36x4d	36x4d	pr-s-d	own	...	r	r	r	5	Wisc	4	5¾x6	53.00	1-o	G	cell	Eism D	...	150.00	Her-Sp	Stmbg	1¾	g	...	elec	...		25.00-1	b-4	17x2
Couple Gear.....AC	10,000	5,900	144	r-c	s-f	s	36x5d	36x5d	pr-s-d	own	...	r	r	r	5	Wisc	4	5¾x6	53.00	1-o	G	cell	Eism D	...	150.00	Her-Sp	Stmbg	1¾	g	...	elec	amid		25.00-1	b-4	17x2
Croce.....17	1,000	825	108	pr-s	...	p & s	32x4	32x4	w-sq	...	...	...	...	...	2	...	4	3¼x5	16.92	b-l	P	sq-t	Bosch S-F	...	...	none	Zenith		g	d-d	sel	u-m		5.00-1	b	...
Crowther-Duryea.....	1,200	600-c	110	pr-s	s-f	p	32x3½	32x3½	w-ov	...	...	...	...	...	4	...	4	3¾x4¼	22.50	1-h	T	cell	Dixie D-H	Split	stock	none	Scheb		g	...	roll	u-x		...	roll	...
Cunningham.....V	2,000	3,000	141	...	...	...	37x5	37x5	...	...	...	f-f	...	...	..	...	8	3¾x5	...	...	P	...	West	...	...	...	Stmbg		..	d	sel	...		...	b	...
Dart.....B-B	1,000	1,200	124	pr-s	flex	s	34x4½	34x4½	w-sq	...	...	...	...	...	3	...	4	3½x5¼	19.61	b-r	T	cell	Eism S-F	...	...	none	Master		v	d-d	sel	u-m		7.75-1	worm	...
Dart.....E	2,000	1,850	130	pr-s	flex	s	34x3½	34x5	w-sq	...	...	...	...	...	3	...	4	3¾x5¼	22.50	b-r	T	cell	Eism S-F	...	...	none	Master		v	d-d	sel	u-m		7.00-1	worm	...
Dart.....C-C	4,000	2,470	150	pr-s	flex		36x4	36x4d	w-sq	...	...	...	...	...	3	...	4	4⅛x5½	27.20	b-r	P	cell	Eism S-F	...	...	Dup	Master		v	d-d	sel	u-m		9.25-1	worm	...
Dart.....	7,000	3,200	156	pr-s	flex	s	36x5	36x5	w-sq	Timken	...	...	...	...	3	...	..	4½x6	...	b-r	P	cell	Eism	...	...	Dup	Master	1½	9	d-d	sel	u-m	4	11.00-1	worm	...
Dayton.....H	4,000	2,650	118½	r-c	s-f	s	36x4	36x3½d	w-ov	...	...	...	...	...	3	...	4	4¼x5	28.9	2-r	P	t	Bosch D-H	...	...	...	Stmbg		g	o-d	sel	amid		...	chn	...
Dayton.....D	7,500	3,650	168	r-c	s-f	s	36x5	36x5d	w-ov	...	...	...	...	...	3	...	4	4¼x6	28.9	b-r	P	hel	Bosch D-H	...	...	...	Stmbg		g	d-p	sel	u-m		...	worm	...
Dayton.....K	7,500	3,650	136	r-c	s-f	s	36x5	36x5d	w-ov	...	...	...	...	...	3	...	4	4¾x5½	36.1	2-r	P	t	Bosch D-H	...	...	...	Stmbg		g	o-d	sel	amid		...	chn	...
Dayton.....M	10,000	4,750	148	r-c	s-f	s	36x6	42x5d	w-ov	...	...	...	...	...	3	...	4	5¼x7	44.20	2-r	P	t	Bosch D-H	...	...	...	Stmbg		g	o-d	sel	amid		...	chn	...
Dayton.....E	15,000	4,975	148	r-c	s-f	s	36x7	42x6d	w-ov	...	...	...	...	...	3	...	4	5¼x7	44.20	2-r	P	t	Bosch D-H	...	...	...	Stmbg		g	o-d	sel	amid		...	chn	...
D-E.....J	1,500	975	108	pr-s	s-f	p	33x4	33x4	w-ov	Sheldon	f	b	r	r	2	Leroi	4	3⅛x4½	15.60	b-r	T	fin	Dixie S-H	Al-Ch	85.00	...	Scheb	1	g	d-d	sel	u-m	3	6.2	worm	1¾x14
D-E.....A	2,000	1,375	128	pr-s	s-f	s	34x3	34x4	w-sq	...	f	b	r	r	3	Cont	4	3½x5	19.61	b-r	T	fin	Dixie S-H	...	...	...	Zenith	1	g	p	sel	u-m	3	7½	worm	2x16
D-E.....B	3,000	1,600	144	pr-s	s-f	s	34x3½	34x5	w-sq	...	f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	fin	Dixie S-H	...	...	...	Zenith	1¼	g	p	sel	u-m	3	8¼	worm	2x16
D-E.....C	5,000	2,100	144	pr-s	s-f	s	36x4	36x7	w-sq	...	f	b	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H	...	...	...	Zenith	1¼	g	p	sel	u-m	3	8½	worm	2x18
DeKalb.....E2	4,000	2,100	134	pr-s	flex	s	34x4	36x5	w-sq	Timken	w	...	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	...	...	Pierce	Master	1¼	g	c	sel	u-m		7.75-1	worm	3
DeKalb.....E2½	5,000	2,450	136	pr-s	flex	s	36x4	36x6	w-sq	Timken	w	...	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	...	...	Pierce	Master	1¼	g	c	sel	u-m		8.25-1	worm	3
Denby.....12	2,000	1,490	124	pr-s	s-f	s	34x3	34x4	w-sq	...	...	...	...	...	3	Cont.	4	3½x5	19.61	b-r	T	cell	Eism S-F	Bijur	150.00	Mon	Zenith	1	g	d-d	sel	u-m	3	8.20-1	Int-g	...
Denby.....13	4,000	2,025	144	pr-s	s-f	s	36x3½	36x6	w-sq	...	...	...	...	...	3	Cont	4	3¾x5	22.50	b-r	T	cel	Eism S-F	Bijur	150.00	Mon	Zenith	1	g	d-d	sel	u-m	3	9.80-1	int-g	...
Denby.....14	6,000	2,525	144	pr-s	s-f	s	36x4	36x4d	c-hol	...	...	...	...	...	3	Cont	4	...	22.50	b-r	T	cell	Eism S-F	Bijur	150.00	Mon.	Zentih	1	g	d-d	sel	u-m	..	10.90-1	int-g	...
Denmo.....10	2,500	1,385	124	pr-s	r	p & s	34x4½	34x4	w-sq	Torb	...	b	r	r	3	Wisc	4	3¾x5	22.50	b	T	cell	Dixie	Sp-App	stock	Pierce	Stewart	1	g	d-p	sel	u-m		...	int-g	2½x15
Diamond-T.....J5	2,000	1,550	132	pr-s	...	s	36x3	36x4	w-ov	Timken	w	r	r	r	..	Cont	4	3½x5	19.61	b-r	T	s-s-t	Bosch S-F	...	...	...	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	...
Diamond-T.....J4	3,000	2,000	154	pr-s	...	s	36x3½	36x5	w-ov	Timken	w	r	r	r	..	Cont	4	3¾x5	22.50	b-r	P	s-s-t	Bosch S-F	...	...	...	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	...
Diamond-T.....J3	4,000	2,325	154	pr-s	...	s	36x4	36x6	w-ov	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	s-s-t	Bosch S-F	...	...	Pierce	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	...
Diamond-T.....L	7,000	3,475	170	pr-s	...	s	36x5	38x5d	w-ov	Timken	w	r	r	r	..	Cont	4	4½x5½	32.40	2-o	P	s-s-t	Bosch S-H	...	...	Mon	Ray	1¼	g	d-d	sel	u-m		8.75-1	worm	...
Diamond-T.....R	10,000	4,300	170	pr-s	...	s	36x6	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-o	P	s-s-t	Bosch S-H	...	...	Mon	Ray	1½	g	d-d	sel	amid		13.66-1	worm	...
Dispatch.....G	1,200	1,100	120	w	flex	p	34x4	34x4	w-ov	own	b	b	b	b	3	Wis	4	3¾x5	22.50	b-l	T	cell	Bosch S-H	U.S.L	stock	...	Ray	1½	v	c-u	c-u	amid	3	6.00-1	chn	12x1¼
Doane.....	5,000	3,000-c	150	r-c	flex	s	36x4	36x7	w-sq	...	...	...	...	...	3	...	4	4¼x5¾	29.00	2-r	P	fin	Bosch S-A	...	...	Wauk	Holley		g	d-d	sel	u-m		8.00-1	chn	...
Doane.....	12,000	4,750c	178	r-I	flex	s	36x6	40x6d	w-sq	...	...	...	...	...	3	...	4	4¾x6¾	36.15	2-l	P	fin	Bosch S-A	...	...	Wauk	Holley		g	d-d	sel	u-m		10.50-1	chn	...
Dorris.....I-B-W	4,000	2,285	144	pr-s	s-f	s	36x4	36x4d	w-sq	Timken	w	r	r	r	3	own	4	4⅜x5	30.65	2-h	P	s-s-t	Bosch S-H	...	...	Pierce	Stmbg	1¼	g	d-d	sel	u-m		7.75-1	worm	3¼x18
Duplex.....E	7,000	...	130	pr-s	flex	s	36x6	36x6	w-sq	own	...	r	r	r	3	Buda	4	4½x5½	32.40	b-r	P	fin	Eism S-H	...	...	Dup	Scheb	1¼	v	d-d	sel	u-m		8.00-1	int-g-4	2½x18
Ellsworth.....25-A	1,000	695-c	108	pr-s	flex	p	30x3½	30x3½	w-ov	Gemco	f-f	r	b	r	2	Lycm	4	3⅛x5	16.92	b-r	T	sq-t	stor. S-H	Dyneto	stock	...	Carter	1	g	c	sel	u-m		4.46-1	b	1⅛
Empire.....	500	325	100	...	...	...	28x3	28x3	...	...	s-f	...	...	...	..	...	4	2⅝x3¼	...	...	T	...	At-K	...	...	...	Scheb		..	c	sel	...		...	b	16x3¼
Fargo.....	4,000	1,490	136	r-c	s-f	s	36x4	36x6	w-sq	Russel	d	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	cell	Bring S-H	West	125.00	Mon	Zenith	1	g	d-d	sel	u-m	3	9.45-1	int-g	¼x3
Federal.....S	2,000	1,650	132	pr-s	s-f	s	34x3	34x4	w-ov	Timken	f-f	...	...	...	5	own	4	3½x5⅛	19.61	b-r	P	fin	Eism S-F	...	opt	Simp	Zenith		g	d-p	sel	amid		7.00-1	worm	18x3½
Federal.....	3,000	2,100	144	pr-s	s-f	s	36x3½	36x5	w-sq	Timken	f-f	...	...	...	5	own	4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	245.00	Simp	Zenith		g	d-p	sel	amid		8.50-1	worm	18x3½
Federal.....	4,000	2,300	144	pr-s	s-f	s	36x4	36x7	w-sq	Timken	f-f	...	...	...	5	own	4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	150.00	Simp	Zenith		g	d-p	sel	amid		8.50-1	worm	...
Federal.....	7,000	3,000	156	r-c	s-f	s	36x5	36x5d	w-sq	Timken	f-f	...	...	...	5	own	4	4¼x5½	32.40	2-l	P	fin	Eism S-F	West	150.00	Simp	Zenith		g	d-p	sel	amid		10.33-1	worm	21x3½
Federal.....W	10,000	4,000	156	r-c	s-f	s	36x6	40x6d	c-hol	Timken	f-f	...	...	...	5	own	4	4¼x5½	29.00	b-r	P	fin	Eism S-F	...	opt	Simp	Zenith		g	d-p	sel	amid		11.60-1	worm	24x4
Forschler.....AO	2,000	1,650	120	r-c	flex	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r	..	Cont	4	3½x5	19.61	b-r	P	sq-t	Bosch S-F	...	...	Mon	Zenith	1	g	d-d	sel	u-m	3	7.75-1	worm	2½
Forschler.....BO	4,000	2,250	138	r-c	flex	s	34x4	34x6	w-sq	Sheldon	s-f	b	r	r	.	Cont	4	4⅛x5¼	27.00	b-l	P	sq-t	Bosch S-F	...	...	Pierce	Zenith	1¼	g	d-d	sel	u-m	3	8.75-1	worm	2½
Forschler.....AXO	3,000	2,000	120	r-c	flex	s	34x3½	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3½x5	19.60	...	P	...	Bosch S-P	...	...	...	Zenith	1	g	d-d	sel	u-m	3	8.60-1	worm	2
Forschler.....BXO	5,000	2,500	138	r-c	flex	s	34x4	34x4d	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.00	...	P	...	Bosch S-F	...	...	...	Zenith	1¼	g	d-d	sel	u-m	3	8.75-1	worm	2½
Fulton.....	3,000	1,290	134	pr-s	flex	s	34x3½	34x2½d	w-sq	Russel	d	b	r	r	3	own	4	3¾x4¼	22.50	2-l	T	sq-t	Dixie S-F	...	...	Mon	Sund	1	g	o-p	sel	u-m		7.50-1	int-g	½x2½
F. W. D.....B	6,000	4,000	124	pr-s	...	s	36x6	36x6	w-ov	own	f-f	r	r	r	3	Wisc	4	4¾x5½	36.15	2-o	P	sq-t	Eism S-H	N-East	300.00	Pierce	Stmbg	1¼	g	o-d	ind-c	amid		8.90-1	b-4	2¼
Gabriel.....B	1,500	800	118	pr-s	flex	p	33x4	33x4	w-ov	Timken	f-f	r	r	r	3	Buda	4	3½x5	...	b-l	P	...	Bosch	...	...	...	Ray	...	g	d	sel	amid	3	6-1	B	...
Gabriel.....C	2,000	1,600	126	pr-s	flex	p	35x5	35x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4⅛x5¼	...	b-l	P	...	Bosch	...	...	...	Ray	...	g	c	sel	amid	3	4.25-1	B	...
Gabriel.....D	3,000	2,000	136	pr-s	flex	p	36x5	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	...	b-l	P	...	Bosch	...	...	...	Ray	...	g	c	sel	amid	4	6-1	worm	...
Gabriel.....E	4,000	2,400	144	pr-s	flex	P	36x4	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	...	b-l	P	...	Bosch	...	...	...	Ray	...	g	c	sel	amid	4	8.50-1	worm	...
Garford.....75	2,000	1,750	120	pr-s	s-f	p & s	34x4½	36x4	w-ov	Timken	f-f	r	r	r	3	Buda	4	3½x5⅛	19.61	b-r	T	cell	Dixie S-H	West	175.00	Kramer	Ray		g	d-d	sel	u-m		7.80-1	worm	...
Garford.....66	3,000	2,100	142	pr-s	s-f	s	36x3½	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	cell	Dixie S-H	West	175.00	Kramer	Ray		g	d-d	sel	amid		8.50-1	worm	...
Garford.....70B	4,000	2,600	142	pr-s	s-f	s	36x4	36x4d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H	West	175.00	Kramer	Ray		g	d-d	sel	amid		7.75-1	worm	...
Garford.....77-B	7,000	3,700	128	pr-s	s-f	s	36x5	40x5d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x6	29.00	b-r	P	cell	Bosch S-H	West	175.00	own	Ray		g	d-d	sel	amid		10.33-1	worm	...
Garford.....68	10,000	4,500	128	pr-s	s-f	s	36x6	40x6d	w-ov	Deadtyp	f-f	r	r	r	3	Buda	4	4¾x5½	36.15	2-o	P	fin	Bosch S-H	...	...	own	Ray		g	d-d	sel	u-j		13.31-1	chn	...
Garford.....69	12,000	4,700	128	pr-s	s-f	s	36x6	40x7d	w-ov	Deadtyp	f-f	r	r	r	3	Buda	4	5-1/10x5¼	41.61	2-o	P	fin	Bosch S-H	...	...	own	Ray		g	d-d	sel	u-j		13.31-1	chn	...
G. V.-Mercedes...F.V.	12,000	...	192¼	pr-s	r	s	34x5	40x6d	o-d	...	...	...	...	...	3	...	4	4¼x5-9/10	29.00	2-h	P	sq-t	Bosch S-F	...	...	own	own		p	c	sel	amid		9.36-1	int-g	...
Geneva.....1	1,500	...	96	...	...	s	34x2	36x2½	...	Sheldon	...	b	b	b	2	Beauer	2	5¼x4¼	22.10	1-h	G	fin	Simms S-F	...	...	...	Scheb	1¼	..	d-p	plan	u-j		...	chn	2⅛
Gersix.....G	5,000	2,650	150	r-c	r	s	36x4	36x7	w-ov	Empire	...	...	R	...	4	Buda	6	3¾x5½	33.75	b-l	P	cell	West S-H	West	stock	Mon	Ray	1¼	v	d-p	ind-c	u-m		8.66-1	worm	3
Globe.....	2,500	1,375	130	r-c	s-f	s	34x3½	34x4	w-sq	...	...	...	...	...	3	...	6	3¼x4½	25.39	b-l	P	fin	Dixie S-F	...	...	Pierce	Master		v	d-d	sel	u-m		7.40-1	int-g	...
G. M. C.....16	1,500	1,150	132	pr-s	s-f	p	35x5	35x5	w-ov	Wt Mott	s-f	b	b	b	3	Cont	4	3¾x5	22.50	b-r	P	fin	Eism S-H	...	opt	Mon	Marvel	1	g	d-d	sel	u-m	3	6-1	worm	14x2
G. M. C.....21	2,000	1,800	136	pr-s	s-f	s	34x3½	34x5	w-ov	Timken	s-f	b	r	r	3	Cont	4	3¾x5	22.50	b-l	P	fin	Eism S-H	...	opt	Mon	Marvel	1	g	d-d	sel	u-m	3	7.75-1	worm	16x3¼
G. M. C.....31	3,000	2,100	144	pr-s	s-f	s	36x3½	36x5	w-ov	Timken	s-f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	P	fin	Eism S-H	...	opt	Mon	Marvel	1	g	d-d	sel	u-m	4	9.25-1	worm	18x3½
G. M. C.....41	4,000	2,550	158	pr-s	s-f	s	36x4	36x4d	w-ov	Timken	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H	...	opt	Mon	Marvel	1	g	d-d	sel	u-m	4	9.25-1	worm	18x3½
G. M. C.....71	7,000	3,500	163	r-c	s-f	s	36x5	40x5d	w-sq	Timken	s-f	b	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Eism S-H	...	opt	Mon	Marvel	1¼	g	d-d	sel	amid	4	12.00-1	worm	21x3½
G. M. C.....101	10,000	4,100	163	r-c	s-f	s	36x6	40x6d	w-sq	Timken	s-f	b	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Eism S-H	...	opt	Mon	Marvel	1¼	g	d-d	sel	amid	4	13.67-1	worm	21x3
Gramm-Bernstein.....	2,000	1,650	124	pr-s	s-f	s	34x3½	34x4	w-sq	...	...	...	...	...	3	...	4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		6.50-1	worm	...
Gramm-Bernstein.....	3,000	2,000	130	pr-s	s-f	s	34x3½	36x4	w-sq	...	...	...	...	...	3	...	4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	...
Gramm-Bernstein.....	4,000	2,300	146	pr-s	s-f	s	34x4	34x3½d	w-sq	...	...	...	...	...	3	...	4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		8.60-1	worm	...
Gramm-Bernstein.....	5,000	2,700	156	pr-s	s-f	s	36x4	36x4d	w-sq	...	...	...	...	...	3	...	4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	...
Gramm-Bernstein.....	7,000	3,400	158	pr-s	s-f	s	36x5	40x5d	c-hol	...	...	...	...	...	3	...	4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200 00	Wauk	Zenith		g	d-d	ind-c	amid		8.75-1	worm	...
Gramm-Bernstein.....	10,000	4,300	168	pr-s	s-f	s	36x6	40x6d	c-hol	...	...	...	...	...	3	...	4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	...
Gramm-Bernstein.....	12,000	4,500	168	pr-s	s-f	s	36x6	40x7d	c-hol	...	...	...	...	...	3	...	4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	...
Hahn.....C	2,000	1,750	136	pr-s	...	s	36x3½	36x5	w-ov	...	...	...	...	...	3	...	4	4⅛x5¼	2.20	b-l	P	sq-t	Bosch D-H	...	...	Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	...
Hahn.....E	4,000	2,250	144	pr-s	...	s	36x4	36x4d	w-ov	...	...	...	...	...	3	...	4	4½x5½	32.40	2-	P	sq-t	Bosch D-H	...	...	Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	...
Hall.....	4,000	2,000	132	r-c	s-f	s	36x4	36x4d	w-sq	Timken	...	...	...	...	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		9.25-1	worm	...
Hall.....	7,500	2,800	144	r-c	s-f	s	36x5	36x5d	w-sq	Timken	...	...	...	...	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		10.51-1	worm	...
Hall.....	10,000	3,400	144	r-c	s-f	s	36x5	40x6d	w-sq	Timken	...	...	...	...	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1½	g	d-d	sel	u-m		12.00-1	chn	...

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM						TRANSMISSION							
				Frame		Tires																														
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost	Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	Clutch Type	Gearset Type and Location		Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
Harrison C	7,000			r-c	r	s	37x5	37x4½d	w-ov						3		4	4½x5	32.40	2-r	P		Bosch D-H			own	Scheb		g	c	sel	u-j		9.43-1	chn	
Harrison F	7,000			r-c	r	s	37x5	37x5d	w-sq						3		4	4½x5	32.40	2-r	P	sq-t	Bosch D-H			own	Stmbg		g	c	sel	u-j		9.60-1	chn	
Harvey W-F	5,000	2,500	150	r-c	s-f	s	36x4	36x7	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1¼	g	d-p	sel	amid		7.75-1	worm	2½
Harvey W-H	7,000	3,250	160	r-c	s-f	s	36x5	36x5d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x6	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½
Harvey W-K	10,000	4,000	160	r-c	s-f	s	36x6	40x6d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4½x6	32.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½
Hawkeye J	3,000	1,500	136½	r-c	s-f	s	34x3½	34x5	w-sq	celfor					3	Buda	4	3¾x5⅛	22.50	b-h	G	cell	Eism S-H	West	150.00	opt	Master	1¼	v	d-p	sel	u-m		7.00-1	int-g	
Horner	3,000	2,350	145	pr-s	r	s	36x4	36x4	w-sq						3		4	4⅛x5¼	27.20	b	P	fin	D-H						g	d-d	sel				worm	
Horner	4,000	2,750	145	pr-s	r	s	36x4	36x3½d	w-sq						3		4	4⅛x5¼	27.20	b	P	fin	D-H						g	d-d	sel				worm	
Horner	6,000	3,350	145	r-c	r	s	36x5	40x4d	w-sq						3		4	4½x5½	32.40	2-o	P	fin	D-H						g	d-d	sel			9.40-1	worm	
Horner	10,000	4,350	156	r-c	r	s	38x6	42x6d	w-sq						3		4	5¼x5¾	44.20	2-o	P	fin	D-H						g	d-d	sel	amid		13.42-1	worm	
Hurlburt	3,000	2,350	136	pr-s	r	s	34x4	34x5	w-ov	own		r	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	cell	Eism S-F	Vesta	stock	Pierce	Flech	1¼	g	d-d	sel	u-m		7.75-1	worm	
Hurlburt	4,000	3,300	148	pr-s	r	s	36x4	36x4d	w-ov	own		r	r	r	3	Buda	4	4¼x5½	27.20	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech	1¼	g	d-d	sel	u-m		8.67-1	worm	
Hurlburt	7,000	3,850	146	pr-s	r	s	36x5	36x5d	w-ov	own		r	r	r	3	Buda	4	4½x6	29.00	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech	1½	g	d-d	sel	u-m		8.67-1	worm	
Hurlburt	10,000	4,600	156	pr-s		s	36x5	40x6d	w-ov	own		r	r	r	4	Buda	6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech	1½	g	d-d	sel	u-m		10.33-1	worm	
Hurlburt	14,000	5,500	156	pr-s		s	36x6	40x7d	w-ov	own		r	r	r	4	Buda	6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech	1½	g	d-d	sel	amid		13.00-1	worm	
Higrade A17	1,500		115	pr-s			34x4½	34x4½		Sheldon						Wise	4	3¼x5		b	P						Zenith			d	sel				worm	
Independent F	2,000	1,385	128	pr-s		s	36x3	36x4	w-sq	own		r	r	b	3	Cont	4	3½x5	19.61	b	P	z-z-t	Eism S-F	Jesco	100.00	Mon	Marvel	1	g	d-d	sel	u-m		7¾-1	worm	1¾x14
Independent G	4,000	1,850	144	pr-s		s	36x3½	36x5	w-sq	own		r	r	b	3	Cont	4	4⅛x5¼	27.20	b	P	z-z-t	Eism S-F			Mon	Marvel	1¼	g	d-d	sel	u-m		8⅔-1	worm	2¼x17
I. H. C. H	1,500	1,225	115	pr-s	s-f	s	36x3	36x3½	w-ov	own	d	r	r	r	3		4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel	amid		7.00-1	int-g	⅝x2¼
I. H. C. F	2,000	1,500	128	pr-s	s-f	s	36x3½	36x4	w-ov	own	d	r	r	r	3		4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel	amid		8.00-1	int-g	⅝x2¼
Jeffery 2016	3,000	1,575	130	pr-s	flex	p & s	34x4½	34x5	w-sq	Celfor	d	b	r	r	3	own	4	3¾x5¼	22.50	b-r	P	tube	Dixie S-H	Bijur	stock	Dup	Stmbg	1¼	g	d-p	sel	u-m		8.10-1	int-g	16x3
Jeffery Quad 4016	4,000	2,850	124	pr-s	flex	s	36x5	36x5	c-d	own	d	b	r	r	3	Buda	4	4¼x5½	28.90	b-r	P	cell	Dixie S-H	Bijur	125.00	Dup	Stmbg	1¼	g	d-p	ind-c	amid		8.50-1	int-g-4	16¼x2¼
Kelly-Springfield K-31	3,000	2,250	144	pr-s	s-f	s	36x3½	36x6	w-sq	own	d	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid			chn	
Kelly-Springfield K-32	3,000	2,250	144	pr-s	s-f	s	36x3½	36x6	w-sq	own	s-f	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid			worm	
Kelly-Springfield K-36	5,000	3,000	144	pr-s	s-f	s	36x4	36x4d	w-sq	own	s-f	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid			worm	
Kelly-Springfield K-35	5,000	3,000	144	pr-s	s-f	s	36x4	36x4d	w-sq	own	d	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid			chn	
Kelly-Springfield K-40	7,000	3,650	150	pr-s	s-f	s	36x5s	40x5d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid			chn	
Kelly-Springfield K-45	8,000	3,800	150	pr-s	s-f	s	36x5s	40x6d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid			chn	
Kelly-Springfield K-50	10,000	4,400	150	pr-s	s-f	s	36x6s	40x6d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid			chn	
Kelly-Springfield K-60	12,000	4,600	150	pr-s	s-f	s	36x6s	40x7d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid			chn	
King	7,000	2,600	120	r-c	flex	s	36x5	36x5d	w-sq	own	d	b			3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-D			Pierce	Scheb	1½	g	d-d	ind-c	u-j		8.67-1	chn	3¼x¼
Kissel	1,500	1,085	135	pr-s	r	p	32x4	32x4							3			3⅞x5½	24.70	r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmb		v	c	sel	u-m	3	4.58-1	sp-b	
Kissel	2,500	1,485	152	pr-s	r	s	34x3	34x4							3			3⅞x5½	24.20	r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmb		v	d-p	sel	u-m	3	6.50-1	worm	
Kissel	4,000	2,100	168	pr-s	r	s	34x4	36x7							3			4¼x5½	29.00	r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmb		v	d-p	sel	u-m	4	8.50-1	worm	
Kissel	7,000	2,950	168	pr-s	r	s	36x5	36x5d							3			4¼x5½	29.00	r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmb		v	d-p	sel	u-m	4	10.25-1	worm	
Kleiber AA	2,000	1,800	130	r-c	s-f	s	34x3	34x5	w-ov			r	r		3	Cont	4	3¾x5	22.50	b-r	T	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	d-p	sel	u-m		6.75-1	worm	16x3¼
Kleiber A	3,000	2,350	140	r-c	s-f	s	36x3½	36x5	w-ov			r	r		3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel	amid		6-50-1	worm	16x3¼
Kleiber BB	4,000	2,600	145	r-c	s-f	s	36x3½	36x6	w-sq			r	r			Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel	amid		7.75-1	worm	17x3
Kleiber B	5,000	2,860	150	r-c	s-f	s	36x4	36x4d	w-sq			r	r		3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1¼	g	o-d	sel	amid		8.67-1	worm	18x2½
Kleiber C	7,000	3,650	160	r-c	s-f	s	36x5	36x5d	w-sq			r	r		3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1½	g	o-d	sel	amid		8.75-1	worm	20x3
Kleiber D	10,000	4,500	170	r-c	s-f	s	36x6	40x6d	w-sq			r	r		3	Cont	4	5¼x5¾	44.20	2-o	P	z-z-t	Bosch D-H		opt	Pierce	Scheb	1½	g	o-d	sel	amid		8.75-1	worm	24x3
Knickerbocker A	7,000	3,500	128	r-c	r	s	35x5	35x5d	w-sq						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H		stock	Pierce	Stmbg		g	c	sel	u-m		3.50-1	chn	
Knickerbocker C	10,000	4,500	148	r-c	r	s	36x6	36x6d	w-sq						3		4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H		stock	Pierce	Stmbg		g	c	sel	u-m		3.50-1	chn	
Knox Tractor 35	20,000	4,500	108½	r-c	r	s	36x5	38x6d	c-hol	Timken	d				3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel	u-j		9.60-1	chn	6¼x20
Knox Tractor 36	20,000	5,000	108½	r-c	r	s	36x4	38x6d	c-hol	Timken	d				3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel	u-j		12.05-1	chn	6¼x20
Koehler K	2,500	995	129	r-c	r	s	34x3	34x4	w-sq	Torb		r	r	r	3	own	4	3½x5	19.61	b-h	T	fin	Eism S-F			opt	Sun'man	1	g	d-d	sel	u-m		7.00-1	int-g	15x2¼
Lambert V2	2,000	1,700	144	r-c	s-f	s	36x3½	36x4	w-sq						5		4	4¼x5¼	29.00	l-l	P	fin	Remy S-H		100.00	Pierce	Scheb		g		fric	amid			chn	
Lamson	2,000	1,675	144	pr-s	s-f		36x3	36x4	w-sq	Sheldon					3	Wisc	4	3¾x5			P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		6.75.1	worm	
Lamson	3,000	2,000	150	pr-s	s-f	s	36x3½	36x5	w-sq	Sheldon					3	Wisc	4	4 x5	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		7.75-1	worm	
Lamson	5,000	2,600	160	pr-s	s-f	s	36x4	36x7	w-sq	Sheldon					3	Wisc	4	4 x6	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		8.75-1	worm	
Lamson	7,000	3,450	170	r-c	s-f	s	36x5	40x5d	c-d	Sheldon					3	Wisc	4	4¾x5½	36.15	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	amid		11.75-1	worm	
Lamson	10,000	4,400	180	r-c	s-f	s	36x6	40x6d	c-d	Sheldon					3	Wisc	4	5-1/10x5½	41.62	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	amid		11.75-1	worm	
Landshaft GI	2,000	1,250	124	r-c		s	34x3½	36x4	w-sq	Torb	d	b	b	r		Buda	4	3½x5⅛			T				75.00			1		p	sel				int-g	
Landshaft LI	4,000	1,650	144	r-c		s	34x4	36x6	w-sq	Torb	d	b	b	r		Buda	4	4⅛x5½			T				75.00			1¼		d	sel				int-g	
Lane A	1,500	1,075	150	r-c		s	34x4	36x6	w-sq	Timken					2	Cont	4	3¼x5	16.92	b-l	T	fin	G & D S-H	G & D	stock		Shak		g	o-d	sel	u-m		6.20-1	worm	
Lange C	3,000	1,850	130	r-c	r	s	36x3½	38x4	w-ov						3		4	3¾x5¼	22.50	b-r	T	sq-t	Bosch S-H			Pierce	Stmbg		g	o-d	ind-c	u-j		8.05-1	chn	
Lange B	5,000	2,450	136	r-c	r	s	36x4	38x6	w-ov						3		4	4⅛x5¼	27.20	b-	T	sq-t	Bosch S-H			Pierce	Stmbg		g	o-d	ind-c	u-j		9.21-1	chn	
Larrabee M	2,000	1,600	130	pr-s	s-f	s	34x3½	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel	u-m		6.50-1	worm	2½
Larrabee N	3,000	2,000	140	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel	u-m		7.75-1	worm	3
Larrabee O & P	5,000	2,600	154-166	pr-s	flex	s	36x4	36x7	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel	u-m		8.66-1	worm	2¼
Lawson 35	1,000		112	pr-s		p	31x4	31x4	w-ov						3		4	3¾x4¼	22.50	b-r	T	cell	Dixie S-H	Split	opt		Scheb		g	o-p	sel	u-m		4.30-1	b	
Lenox Amer. Tractor	8,000	4,250	192				60x18	60x18				½-f					4	5¼x7			P		Dixie				Carter				sel				4-w	
Lenox Amer. Tractor	3,000	2,000	144				48x10	48x10				½-f					4	4¾x5½			P		Dixie				Carter				sel				4-w	
Lincoln L	2,000	975	122	pr-s	s-f	p	33x5	33x5	w-ov						3		4	3½x5	19.61	b-r	T	tube	Dixie S-F	Delco	100.00	Mon	Zenith		v	c	sel	u-m		6.50-1	b	
Lippard-Stewart MW	1,000	925	106	pr-s	s-f	p	33x4	33x4	w-ov						2		4	3¼x5	16.92	b-l	T	sq-t	Brlng S-F	Remy	75.00	none	Zenith		g	c	sel	amid		5.80-1	worm	
Lippard-Stewart W	1,500	1,600	125	pr-s	s-f	p	35x4½	35x4½	w-ov						3		4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	150.00	none	Zenith		g	c	sel	amid		6.00-1	worm	
Lippard-Stewart H	2,000	2,000	145	pr-s	s-f	s	36x3	36x5	w-ov						3		4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	150.00	Pierce	Zenith		g	c	sel	amid		6.75-1	worm	
Lippard-Stewart F	3,000	2,300	145	pr-s	flex	s	36x3½	36x3d	w-ov						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	150.00	Pierce	Zenith		g	c	sel	amid		7.75-1	worm	
Lippard-Stewart G	4,000	2,600	158	pr-s	flex	s	36x4	36x4d	w-ov						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	150.00	Pierce	Zenith		g	c	sel	amid		9.25-1	worm	
Little Giant 15	2,000	1,500	138	pr-s	s-f	s	34x4	34x5	w-sq	Timken	f-f	r	r	r	3	Cont	4	3½x5	19.61	b-r	T	cell	Eism S-H		stock		Scheb	1	g	d-d	sel	u-m		6.00-1	worm	15x2½
Little Giant H	2,000	1,400	110	r-l	s-f	s	36x3	36x3½	w-sq	Sheldon					3	Buda	4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H				Scheb		g	o-d		u-j		6.88-1	chn	
Little Giant H	3,000	1,500	110	r-c	s-f	s	36x3½	36x4	w-sq	Sheldon					3	Buda	4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H				Scheb		g	o-d	sel	u-j		6.88-1	chn	
Little Giant 16	4,000	2,500	144	pr-s	s-f	s	36x4	36x7	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H				Scheb	1¼	g	d-d	sel	u-m		7.75-1	worm	16x3½
Luverne 17	4,000	2,000	150				36x3½	36x3½		Hess	f-f					Cont	6	3¾x5½			P		Bosch	West			Scheb	1¼		d	sel				int-g	2¼x16
Maccar L	3,000	22,50	150	pr-s	r	s	36x4	36x5	w-sq	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H			Pierce	Stmbg	1¼		d-d	sel	u-m		6.75-1	worm	2½x½
Maccar H	5,000	2,700	162	pr-s	r	s	36x4	36x4d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼		d-d	sel	u-m		7.75-1	worm	2½x¼
Maccar M	7,000	3,400	174	pr-s	r	s	36x5	36x5d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼		d-d	sel	u-m		10.20-1	worm	3x½
Maccar U	11,000	4,300	186	pr-s	r	s	36x5	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H			Pierce	Stmbg	1¼		d-d	sel	amid		13.66-1	worm	3½x½
Mack AB	2,000	2,150	144	pr-s	s-f	s	36x4	36x3½d	w-sq		d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	6.29-1	chn	2¼x14
Mack AB	2,000	2,150	144	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	7.00-1	worm	3¼x14
Mack AB	3,000	2,550	162	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	7.75-1	worm	3¼x16

Mack AB	3,000	2,550	162	pr-s	s-f	s	36x4	36x3½d	w-sq		d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	6.99-1	chn	2¼x14
Mack AB	4,000	2,800	162	pr-s	s-f	s	36x4	36x4d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	7.75-1	worm	3¼x16
Mack AB	4,000	2,800	162	pr-s	s-f	s	36x4	36x4d	w-sq		d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	6.99-1	chn	2¼x14
Mack AC	7,000	3,650	156	pr-s	s-f	s	36x5	40x5d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel	u-j	3	7.54-1	chn	3½x20
Mack AC	11,000	4,250	156	pr-s	s-f	s	36x6	40x6d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel	u-j	3	8.40-1	chn	3½x20
Mack AC	15,000	4,600	156	pr-s	s-f	s	36x7	40x7d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel	u-j		11.58-1	chn	3½x20
Mack Tractor AC	14,000	3,400	119	pr-s	s-f	s	36x5	40x5d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		10.77-1	chn	
Mack Tractor AC	22,000	4,000	119	pr-s	s-f	s	36x6	40x6d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		11.58-1	chn	
Mack Tractor AC	30,000	4,500	119	pr-s	s-f	s	36x7	40x7d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		14.10-1	chn	
Maxwell 25	750	545	103	pr-s	flex	p	30x3½	30x3½	w-ov		¾-f	r-p	b	r	2	own	4	3⅝x4½	21.08	b-r	T	fin	Simms D-H	Huff-S	stock		K.D		g	c	el	u-m		3.59-1	b	1¼x⅝
Menominee EW	1,500	1,425	124	r-c	s-f	c	36x4	37x5½	w-ov	Timken	w				3	Cont	4	3¾x5	22.50	b-r	T	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee FW	2,000	1,790	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w				3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee H	3,000	2,050	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w				3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee D	4,000	2,475	144	r-c	s-f	s	36x4	36x6	w-sq	Timken	w				3	Cont	4	4 x5¼	27.20	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	el	u-m			worm	
Menominee G	7,000	3,275	160	r-c	s-f	s	36x5	36x5d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt	own	Stmbg		g			amid			worm	
Menominee J	10,000	4,150	160	r-c	s-f	s	36x6	36x6d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt	own	Stmbg		g			amid			worm	
MercuryBulley Trac. A		3,400	71	r-c	r	s	34x4	38x4d	w-sq	own		b	b	r	3	Wisc	4	4¼x5	29.00	2-o	P	cell	Bosch D-H	Bosch	stock	Pierce	Stmbg	1¼	g	d-p	ind-c	u-j		14.00-1	chn	
Metropolitan		895	115	pr-s		p	34x4	35x4½	w-ov		s-f		r	r	3		4	3¾x4½	29.00	b-l	T	cell	S-H							d-d	sel	u-m		6.00-1	b	14⅞x2
Mets 25	800	500	108				31x3½	31x3½		own			b	r		own	4	3⅞x4			T		Dixie	Delco	Stock		A-W-T	1		d	I-C				chn	
M. H. C. A	1,800	1,050	148	pr-s	r	p	34x4½	34x4½	w-ov	Timken	f-f	b	r	r		Cont	6	3¼x4½	25.00	l	P	cell	Delco				Stmbg	1¼	v	d	sel	m	3	6.41-1	worm	16
M. H. C. B	2,000	1,250	148	pr-s	r	p	36x4½	36x4½	w-ov.	Timken	f-f	b	r	r		Cont	6	3½x5	29.00		P	cell	Delco	Delco	stock		Stmbg	1¼	v	d	sel	m	3	6.41-1	worm	16
Moon A	1,000	850	125				33x4	33x4		Sheldon	f-f					Cont	4	3¼x5			P		Bosch				Stmbg	1¼		c	sel				b	2
Moon B	3,000	1,600	140	pr-s	r	s	36x3½	36x4	w-ov	Sheldon					3	Cont	4	3¾ 5¼	22.50	b-h	G	s-s-t	Remy D			none	Stmbg	1¼	g	c	sel	u-j			chn	2
Moreland	1,500	1,290	114	pr-s	s-f	p	34x4½	34x4½	w-sq	Timken	s-f				3	Cont	4	3½x5	19.60	b-r	T	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	5.80-1	worm	18x2
Moreland 15-D	2,000	1,500	126	pr-s	s-f	s	34x3½	34x4	w-sq	Timken	s-f				3	Cont	4	3¾x5	22.50	b-r	T	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	6.00-1	worm	16x3½
Moreland 15-B	3,000	2,100	126	pr-s	s-f	s	34x3½	34x5	w-sq	Timken	s-f				3	Cont	4	4⅛x5¼	27.30	b-l	P	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1¼	g	d	sel	u-m	3	7.00-1	worm	16x3½
Moreland 15-C	5,000	2,750	144	pr-s	s-f	s	34x4	34x4d	w-sq	Timken	f-f				3	Cont	4	4½x5½	32.50	2-l	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	u-m	4	6.80-1	worm	16x3¼
Moreland 15-G	8,000	3,600	162	pr-s	s-f	s	36x5	38x5d	w-sq	Timken	f-f				3	Wauk	4	4¾x6¾	36.15	2-l	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	amid	4	7.80-1	worm	18x3½
Moreland 16-J	10,000	4,250	192	pr-s	s-f	s	36x6	40x6d	s-tr	Timken	f-f				3	Wauk	4	4¾x6¾	36.15	2-r	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½		d	sel	amid	4	11.67-1	worm	24x4
Morton	6,000	4,250	108				40x6	40x6		Timken	f-f						4	4¾x6¾			P		Dixie				Carter			d	sel				worm	
Nelson & LeMoon E1	2,000	1,700	opt	r-c	r	s	36x3	36x4	w-sq	Timken		r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	sq-t	Bosch S		125.00	Mon	Ray	1¼		d-d	sel	u-m		6.75-1	worm	
Nelson & LeMoon E2	4,000	2,250	opt	r-c	r	s	36x4	36x7	w-sq	Timken		r	r	r	3	Cont	4	4 x5¼	27.20	b-l	P	sq-t	Bosch P		125.00	Mon	Ray	1¼		d-d	sel	u-m		8.75-1	worm	
Nelson & LeMoon E3	6,000	3,100	opt	r-c	r	s	36x5	38x5d	w-sq	Timken		r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch S-A		125.00	Mon	Ray	1¼		d-d	sel	u-m		8.75-1	worm	
Nelson & LeMoon E5	10,000	4,200	opt	r-c	r	s	36x6	40x6d	w-sq	Timken		r	r	r	3	Cont	4								125.00			1¼								
Netco D	4,000	2,450	144	pr-s	r	s	36x4	36x6	w-sq	Timken	f-f				3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F	G & D	200.00	none	Zenith	1¼	g	d-d	sel	u-m		8.50-1	worm	2½
Netco E	4,000	2,650	144	pr-s	s-f	s	36x4	36x6	w-sq	Timken	f-f				3	Cont	6	3¾x5¼	33.75	3-r	P	fin	G & D D-H	G & D	200.00	none	Zenith	1½	g	d-d	prog	u-m		8.50-1	worm	3
New York M	3,000	2,200	144	r-c	s-f	s	36x3½	36x5	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F			Pierce	Stmbg		g	d-p	ind-c	u-m		7.75-1	worm	
New York N	4,000	2,600	144	r-c	s-f	s	36x4	36x4	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F			Pierce	Stmbg		g	d-p	ind-c	u-m		7.75-1	worm	
Niles B	2,000	1,175	124	pr-s	flex	p	35x5	35x5	w-ov						3		4	3½x5	19.61	b-l	T	sq-t	Eism S-H			Pierce	Stmbg		g	d-d	sel	u-m		6.50-1	worm	
Niles E	4,000	1,875	140	pr-s	flex	s	36x4	36x7	w-ov						3		4	4⅛x5¼	27.20	b-l	P	s-s-t	Eism S-H			Pierce	Stmbg		g	d-p	sel	amid		8.50-1	worm	
Northwestern	3,000	2,150	140	r-c			34x3½	36x6	w-ov	Sheldon	w	½-f				Cont	4	4⅛x5½			P		Bosch				Stmbg			c	sel				worm	
Old Hickory	1,250	825	112	r-c	s-f	p	33x4	33x4	w-ov	Salis	s-f	b	b	r	2	Lycmg	4	3¼x5	16.92	b-r	T	cell	Conn S-H	Dyneto	stock		Carter	1	g	c	sel	u-m		6.00-1	b	2x14
Old Reliable	3,000	1,950	150	pr-s	s-f	s	34x3	36x6	w-sq						3		4	3¾x5	22.50	b-l	P	sq-t	Bosch S-H		stock		Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Old Reliable	4,000	2,450	150	r-c	s-f	s	34x4	36x4d	w-sq						4		4	4 x6	25.60	b-l	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Old Reliable	5,000	2,750		r-c	r	s	34x4	36x4d	w-sq						3		4	4¼x5	29.00	2-o	P	sq-t	Bosch S-H				Stmbg		g	o-d	sel	u-j			chn	
Old Reliable	6,000	3,250	150	r-c	s-f	s	34x5	36x5d	w-sq						4		4	4¼x6	29.00	b-l	P	sq-t	Bosch S-H		stock	Dup	Stmbg		v	d-d	sel	u-m		8.75-1	worm	
Old Reliable	8,000	3,750		r-c	s-f	s	36x5	40x5d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		v	d-d	sel	amid		8.75-1	worm	
Old Reliable	8,000	3,750		r-c		s	36x6	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock		Stmbg		g	o-d	sel	amid			chn	
Old Reliable	10,000	4,500	150	r-c	r	s	36x6	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	o-d	sel	amid			chn	
Old Reliable	14,000	5,000	150	r-c	r	s	36x6	40x7d	w-sq						2		4	5-1/10x5⅝	41.62	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	o-d	sel	u-j			chn	
Overland 90	800	730	104	pr-s		p	31x4	31x4	w-ov	own	¾-f	b-r	r	b	2	own	4	3⅜x5	18.21	b-r	T	cell	Bat H	Autolite	stock	none	Tillotson		v	c	sel	u-x			b	12⅜1½
Overland	1,200	850	106	pr-s		p	33x4½	33x4½	w-ov	own	¾-f	b-r	r	r	5	own	4	4⅛x4½	27.20	b-r	T	cell	Dixie H	Autolite	stock	none	Tillotson		v	c	sel	u-x			b	13⅜2½
Packard 1-E	2,000	2,350	126	r-c	s-f	s	34x3½	34x6	w-sq						3		4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	
Packard 1½-E	3,000	2,650	126	r-c	s-f	s	34x3½	34x3½d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	
Packard 2-E	4,000	3,000	144	r-c	s-f	s	34x4	34x4d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	7.25-1	worm	
Packard 3-E	6,000	3,600	156	r-c	s-f	s	36x5	36x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	9.00-1	worm	
Packard 4-E	8,000	4,025	156	r-c	s-f	s	36x5	40x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	10.00-1	worm	
Packard 5E	10,000	4,550	156	r-c	s-f	s	36x6	40x6d	St-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	P	d-d	sel	amid	4	10.66-1	worm	
Packard 6E	12,000	4,800	156	r-c	s-f	s	36x6	46x7d	st-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	1	10.66-1	worm	
Packet	600	325	100	pr-s	r	p	28x3	28x3	w-ov	own	d	b	b	b	2	own	4	2¾x4	12.08	b-r	T	fin	At-K S-A			none	Carter	1	g	c	fric	u-j		4.25-1	chn	1⅛x⅝
Palmer	2,000	1,350	132½	pr-s	r	s	34x3½	34x4	w-sq						3		4	3¾x5	22.50	b-r	T	sq-t	Bosch S-F			none	Stmbg		g	d-d	sel	u-m			int-g	
Palmer	4,000	1,975	144	pr-s	r	s	36x3½	36x3½d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F			Pierce	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Palmer-Moore K	1,500	1,150	106	pr-s	r	s	36x3	36x3½	w-ov						3		4	3½x5½	19.61	b-r	T	fin	Bosch S-A	opt		Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	
Palmer-Moore M	2,000	1,350	126	pr-s	r	s	36x3½	36x4	w-sq						3		4	3¾x5½	22.50	b-r	T	fin	Bosch S-A	opt		Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	
Peerless TC2	4,000	3,000	145			s	36x4	36x4d		Timken	f-f	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	amid		6.21-1	worm	48x3½
Peerless TC3	6,000	3,700	151			s	36x4	40x4d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		7.45-1	chn	37x4
Peerless TC4	8,000	4,000	151			s	36x5	40x5d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		8.70-1	chn	37x4
Peerless TC5	10,000	4,500	151			s	38x6	42x6d		won	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		10.50-1	chn	37x4
Peerless TC6	12,000	5,000	151			s	38x7	42x7d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		10.50-1	chn	37x4-
Pennsy 15	1,000	660	98	pr-s		p	30x3½	31x4	w-ov						2		4	4⅛x5½	27.20	b-r	T	fin	Dixie S-F	Dyneto	75.00	none	Zenith		g	d-d	sel	u-m		4.75-1	b	
Pierce-Arrow	4,000	3,000	150	pr-s	flex	s	36x4	36x4d	w-ov	own	w	b		b	3	own	4	4x5½	25.60	2-o	P	fin	Eism S-H	West	325.00	own	own		g	c	sel	amid	3	7.00-1	worm	3x18⅝
Pierce-Arrow	10,000	4,500	168	pr-s	flex	s	36x5	40x6d	w-ov	own	w	b		b	3	own	4	4⅞x6	38.25	2-o	P	fin	Eism D-H	West	325.00	own	own		g	c	sel	amid	3	7.80-1	worm	4½x18
Pullman 4-24	1,000		114	pr-s	s-f	p	31x4	31x4	w-ov	Peru	f-f	b	b	r	4	G-B-S	4	3¾x4½	22.50	b-l	T	cell	Dixie S-H	Split	stock	none	Stmbg	1	g	o-d	sel	u-m		4.25-1	b	5/321½
Rainier	1,000	895	115	pr-s	r	p	33x4	33x4	w-sq	Timken	w	r	r	r	2	Light	4	3¼x4½	16.92	b-l	T	fin	Dixie S-H	Split	85.00	none	Carter	1⅛	g	d-p	sel	u-m		5.80-1	worm	⅝x2
Reo F	1,500	1,000	120	pr-s	r	p	34x4½	34x4½	w-ov						3		4	4⅛x4½	27.20	2-r-h	P	fin	Remy S-H	Remy	stock	none	Johns		g	d-d	sel	amid		4.30-1	sp-b	
Reo J	4,000	1,650	146	pr-s	r	s	36x4	36x3½d	w-sq						3		4	4⅛x4½	27.20	2-r-b	P	fin	Nat D-H			own	Johns		g	d-d	sel	amid		8.70-1	chn	
Republic 9	1,500	760	120	pr-s	flex	c	32x3	32x3½	w-sq						2		4	3¼x5	16.92	b-l	T	sq-t	Bosch S-F	Bosch	stock	Rugg			g	d-d	sel	u-m		5.36-1	int-g	
Republic 10	2,000	1,095	124	pr-s	s-f	s	34x3	34x4	w-sq						3		4	3½x5	19.61	b-l	T	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		7.00-1	int-g	
Republic 11	3,000	1,275	144	pr-s	s-f	s	34x3	34x5	w-sq						3		4	3¾x5	22.50	b-l	T	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	
Republic 12	4,000	1,675	144	pr-s	s-f	s	34x4	34x6	w-sq						3		4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	
Republic T	7,000	2,550	165	pr-s	s-f	s	36x5	36x5d	c-d						3		4	4¼x5½	29.00	b-l	P	cell	Bosch S-H	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		11.00-1	int-g	
Riker	6,000	3,600	170	pr-s	r	s	36x5	36x5d	w-sq	own	f-f				5	own	4	4¼x6	29.00	2-o	P	fin		West	225.00	own	own		g	c	sel	amid		10.00-1	worm	
Riker	8,000	3,750	150	pr-s	r	s	36x5	36x6d	w-sq	own	f-f				5	own	4	4¼x6	29.00	2-o	P	fin	Bosch D-H	West	225.00	own	own		g	c	sel	amid		10.00-1	worm	
Royal	2,000		124	r-c		s	34x4	34x5	w-sq						3		4	3¼x5	16.92	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	5,000		132	r-c		s	36x4½	36x6	w-sq						3		4	4 x6	25.60	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	7,000		158	r-c		s	36x5	38x5d	w-ov						3		4	4¼x6	29.00	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal	10,000		168	r-c		s	36x6	40x6d	w-ov						3		4	4¾x5½	36.15	2-o	P	cell	Bosch S-F		stock	Mon	Master		g	o-d	ind-c	amid			worm	
Royal	12,000		158	r-c		s	36x6	40x6d	w-ov						3		4	5⅛x6	42.20	2-o	P	cell	Bosch S-F			Mon	Master		g	o-d	ind c	amid			worm	
Royal	14,000		158	r-c		s	36x7	40x7d	w-ov						3		4	5¼x7	44.20	2-o	P	cell	Bosch S-F			Mon	Master		g	o-d	ind-c	amid			chn	
Rush F	1,000	750	105	pr-s	flex	p	31x4	31x4	w-ov	Rush					2	Lycmg	4	3¼x5	16.92	b-r	T	fin	Conn S-H	Split	stock		Carter	1	g	d-d	sel	u-m		4.42-1	b	1⅜5/32
Sanford O	2,000	1,290	120	pr-s	flex	p	34x4½	35x5	w-sq	Celfor		r	r		3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F				Scheb	1	g	d-d	sel	u-m		7.00-1	int-g	
Sanford R	3,000	1,370	138	pr-s	s-f	s	36x3½	36x4	w-sq	Celfor		r	r		3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F				Scheb	1	g	d-d	sel	u-m		8.99-1	int-g	
Sanford S	4,000	2,100	150	r-c	flex	s	36x4	36x7	w-sq	Celfor		r	r		3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-F			Mon	Scheb	1¼	g	d-d	sel	u-m		9.00-1	int-g	
Saurer L	10,000	4,800	153	pr-s	s-f	s	36x5	42x5d	w-sq						3		4	4⅝x5½	34.28	2-o	P	cell	Bosch S-H			own	own		p	c	sel	u-j		15.85-1	chn	
Saurer M	13,000	5,800	156	pr-s	s-f	s	36x5	42x6d	w-sq						3		4	4⅝x5½	34.28	2-o	P	cell	Bosch S-H			own	own		p	c	sel	u-j		14.80-1	chn	

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM		Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	TRANSMISSION						Size of Brake Banding
				Frame		Tires																														
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost					Clutch Type	Gearset Type and Location		Speeds	Total Gear Reduction in High	Final Drive	
Schacht	3,000	2,650	138				38x3½	38x5		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel				worm	17x3½
Schacht	4,000	2,800	144				38x4	38x4		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel				worm	17x3½
Schacht	6,000	3,200	166				38x5	38x5		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel				worm	17x3½
Schleicher	6,000	3,500	150	r-c	r	s	34x4½	34x3½d	w-ov						3		4	4¼x5½	29.00	2-r	P	sq-t	Bosch D-H			opt	Stmbg		g						chn	
Schleicher	10,000	4,500	150	r-c	r	s	34x5	34x4d	w-ov	b b	b						4	5 x6	40.00	2-r	P	sq-t	Bosch D-H				Stmbg		g	c	sel	amid		5.00-1	chn	
Seagrave F			158	r-c	s-f	s	36x4	38x4d	w-ov	own		b-r	r			own	6	5¾x6½			P	sq-t		West		Pierce	Scheb	2	g	d-d	sel	amid	3	4.40-1	chn	16x3
Seagrave T			172	r-c	s-f	s	36x5	38x4d	w-ov	own		b-r	r			own	6	5¾x6½			P	sq-t		West		Pierce	Scheb	2	g	d-d	se	amid	3	4.40-1	chn	16x3
Selden G	1,500	985	110	pr-s	s-f	p	32x3½	33x4	w-sq	Sheldon		b	r	b	2	LeRoi	4	3⅛x4½	15.64	b-r	T	sq-t	Eism S-F	Al-Ch	80.00	LeRoi	Scheb	1	g	d-d	sel	u-m		6.20-1	worm	33x1¾
Selden TL	2,000	1,850	126	pr-s	s-f	s	34x3	34x4	w-sq	Timken		r	r	r	3	Cont	4	3½x5	19.61	b-r	T	sq-t	Bosch S-F	N-East	175.00	Pierce	Stmbg	1	g	d-d	sel	u-m		6.75-1	worm	54¼x3
Selden JC	4,000	2,150	150	pr-s	s-f	s	36x4	36x6	w-sq	R ussel		r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	sq-t	Bosch S-F	N-East	150.00	Pierce	Stmbg	1	g	d-d	sel	u-m		9.45-1	int-g	51x2
Selden JWL	4,000	2,350	150	pr-s	s-f	s	36x4	36x6	w-sq	Timken							4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F	N-East		Pierce	Stmbg	1	g	d-d	sel	u-m		9.25-1	worm	27x3¾
Selden N	7,000	3,150	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken							4	4½x5½	32.40	2-l		sq-t	Eism S-H	N-East	175.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		10.33-1	owm	33x3¾
Service 220	2,000	1,500	137	pr-s	flex	s	34x3	34x4	w-sq	Timken		r	r	r	3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Bosch S-H	West	120.00	Simplex	Master	1	v	d-d	sel	amid		7.00-1	worm	16x3½
Service 230	3,000	2,200	150	pr-s	s-f	s	36x3½	35x5	w-sq	Timken		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1¼	g	d-p	sel	amid		7-75-1	worm	16x3½
Service 240	4,000	2,500	160	pr-s	s-f	s	36x5	36x7	w-sq	Timken		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Si mplex	Master	1¼	g	d-p	sel	amid		7.75-1	worm	16x3½
Service 270	7,000	3,300	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken		r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1¼	g	d-p	sel	amid		8.75-1	worm	18x3½
Service 275	7,000	3,600	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken		r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1½	v	d-p	sel	amid		7.8-1	worm	18x3½
Service 300	10,000	4,300	171½	pr-s	s-f	s	36x6	40x6d	w-sq	Timken		r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1½	v	d-p	sel	amid		11⅜-1	worm	24x4
Sheirdan	1,000	490	104				31x3½	31x3½			f-f						4	3⅛x4			T		Bosch				Carter			d	sel				b	
Signal F	2,000	1,550	144	pr-s	s-f	s	34x3	36x4	w-sq						3		4	3¾x5¼	22.50	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Signal H	3,000	1,800	144	pr-s	s-f	s	34x3½	36x5	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		8.50-1	worm	
Signal J	4,000	2,100	150	pr-s	s-f	s	34x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		9.25-1	worm	
Signal M	7,000	3,000	168	pr-s	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	u-m		10.33-1	worm	
Signal R	10,000	4,000	180	pr-s	s-f	s	36x6	40x6d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel	amid		13.66-1	worm	
Standard 70	4,000	2,000	140			s	36x4	36x6							3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-A			Mon	Scheb			c	sel	amid		7.75-1	worm	
Standard 60	7,000	2,850	144			s	36x5	36x5d							3		4	4½x5¼	32.40	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel	u-m		10.33-1	worm	
Standard 40	8,000	3,025	144			s	36x5	36x5d							3		4	4½x5¼	32.40	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel	u-m		9.50-1	chn	
Standard 50	10,000	3,400	144			s	36x5	40x6d							3		4	4¼x5⅛	29.00	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel	u-m		13.00-1	worm	
Steele C	4,000	2,250	115	r-c	s-f	s	38x5	40x4d	c-cr						3		4	4⅛x5¼	27.20	b-r	P	cell	At-K S-A	Carlton	stock	own	Stmbg			o-d	ind-c	u-j		9.51-1	chn	
Steele B	6,000	3,000	127	r-c	s-f	s	38x6	40x5d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c	u-j		9.21-1	chn	
Steele BA	8,000	3,500	127	r-c	s-f	s	38x6	40x5d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c	u-j		9.21-1	chn	
Steele A	10,000	4,000	127	r-c	s-f	s	38x7	40x6d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c	u-j		9.58-1	chn	
Stegeman	4,000	2,600	150	pr-s	flex	s	34x4	36x6	w-sq	own		r	r	r	3	Cont	6	3½x5¼	25.45	b-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel	u-m		9.66-1	worm	2½x10½
Stegeman	6,000	3,000	160	pr-s	flex	s	34x4	36x5d	w-sq	own		r	r	r	3	Cont	6	3½x5¼	29.45	b-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel	u-m		10.66-1	worm	2½x10½
Stegeman	8,000	3,800	160	pr-s	flex	s	36x5	40x5d	w-sq	own		r	r	r	3	Cont	6	3¾x5¼	33.75	2-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel	u-m		11.33-1	worm	2½x10½
Stegeman	10,000	4,500	168	pr-s	flex	s	36x5	40x6d	w-sq	own		r	r	r	3	H-S	6	4x5½	38.40	2-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel	u-m		12.66-1	worm	2½x10½
Stegeman	14,000	5,000	168	Ch	flex	s	36x6	40x7d	steel	own		r	r	r	3	H-S	6	4x5½	38.42	2-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel	u-m	3	15.00-1	worm	
Sterling	5,000	2,800	156	pr-s	r	s	36x4	36x4d	w-sq	Sheldon		r	r	r	3	Wauk	9	4¼x5¾	29.00	2-r	P	fin	Eism S-A		35.00	Wauk	Holley		g	d-d	sel	u-m		7.70-1	worm	
Sterling	7,000	3,600	158	pr-s	r	s	36x5	36x5d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¼x5¾	29.00	2-r	P	fin	Eism S-A		35.00	Wauk			g	d-d	sel	u-m		8.75-1	worm	
Sterling	10,000	4,500	168	pr-s		s	36x5	40x6d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¾x6¾	36.15	2-r	P	fin	Eism D-H		35.00	Wauk	Holley		g	d-d	sel	amid		8.75-1	worm	
Sterling	14,000	5,250	168	pr-s		s	36x6	40x7d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¾x6¾	36.15	2-o	P	fin	Eism D-H		35.00	Wauk			g	d-d	sel	amid		11.67-1	chn	
Stewart 6	1,500	795	110	pr-s	s-f	p	32x4	32x4	w-ov						2	Ster	4	3 x4¼	14.40	b-l-b	T	fin	Dixie S-F			none	Zenith		g	d-p	sel	u-m		6.00-1	int-g	
Stewart 3	2,000	1,390	118	pr-s	s-f	p	34x4½	34x4½	w-ov						3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F			none	Zenith		g	d-p	sel	u-m		6.00-1	int-g	
Stewart 4	2,500	1,485	140	pr-s	s-f	s	34x3½	34x5	w-sq						3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F			none	Zenith		g	d-p	sel	u-m		7.00-1	int-g	
Studebaker SF	1,000	785	112	pr-s	r	p	34x4	34x4	w-ov						3		4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel	u-x		4.60-1	b	
Studebaker 7	2,000	1,100	125	pr-s	r	p	35x5	35x5	w-ov						3		4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel	u-x		5.00-1	b	
Sullivan G	3,000	1,600	129	r-c	s-f	s	36x3	36x4	w-sq						3		4	3¾x4½	22.50	b-r	T	fin	Bosch S-F				Holley		g	c	sel	u-j		8.50-1	chn	
Sullivan E	4,000	2,250	150	pr-s	s-f	s	36x4	36x6	w-sq						3		4	4⅛x5½	27.20	b-r	P	fin	Bosch S-F				Holley		v	d-d	sel	u-m		9.25-1	worm	
Superior A	2,000	1,350	124	pr-s		s	34x3½	34x4	w-sq						3		4	3½x5	19.61	b-h	T	sq-t	Eism S-F			Mon	Stmbg		v	d-d	sel	u-m		7.00-1	int-g	
Superior C	4,000	1,800	144	pr-s		s	36x4	36x6	w-sq						3		4	3¾x5	22.50	b-h	G	sq-t	Eism S-F			Mon	Stmbg		v	d-d	sel	u-m		9.00-1	int-g	
Thomas 40	4,000	2,700	150	pr-s	s-f	s	34x4	34x4d	w-sq	Timken	w	b	r	r	3	Buda	4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch	stock	Pierce	Stmbg		g	d-d	sel	u-m		8.50-1	worm	3½x18
Tiffin A	1,500	1,190	110	pr-s	flex	p	35x4½	35x4½	w-ov	Russel		b	b	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H		100.00	none	Scheb	1	g	c	sel	u-m		6.80-1	int-g	
Tiffin AW	2,000	1,550	112	pr-s	flex	s	34x3	34x4	w-sq	Sheldon		b	r	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H		100.00	Pierce	Scheb	1	g	d-d	sel	u-m		6.50-1	worm	
Tiffin GW	3,000	1,970	135	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon		b	r	b	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	d-d	sel	u-m		8.60-1	worm	
Tiffin MC	5,000	2,500	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	d	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	c	sel	amid		8.80-1	chn	
Tiffin MW	5,000	2,700	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken		r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	c	sel	amid		7.75-1	worm	
Tiffin PW	7,000	3,400	160	r-c	s-f	s	36x5	36x5d	w-sq	Sheldon		r	r	b	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	Split	100.00	Pierce	Scheb	1¼	g	c	sel	amid		11.70-1	worm	
Tiffin RW	10,000	4,550	168	r-I	s-f	s	36x5	40x5d	w-sq	Sheldon		r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel	amid		11.70-1	worm	
Tiffin SW	12,000	4,650	168	r-I	s-f	s	36x6	40x6d	w-sq	Sheldon		r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel	amid		11.70-1	worm	
Tower A	1,500	1,150	120	r-c			35x5	35x5		Timken		r	r	r	3	Cont	4	3½x5					Bosch S-H			opt	Stmbg			d-p				4 5-11-1	bev.	
Tower B	3,000	1,800	135	r-c			34x3½	35x5s		Timken		r	r	r	3	Cont	4	3¾x5					Bosch S-H			opt	Stmbg			d-p				8.75-1	bev.	
Transport Tractor T	10,000	2,750	80	r-c	r	s	34x3½	34x4d	w-ov						3		4	3½x5⅛	19.61	b-r	T	cell	Bosch S-F				Zenith	1	g	d-d	sel	u-m			worm	
Union B	5,000	1,875	150	pr-s	flex	s	39x4	39x6	w-sq	Russel		b-r	r	r	4	Wisc	4	4 x6	25.60	b-l	P	fin				none	Scheb	1¼	g	o-d	sel	u-m		7.75-1	int-g	2
United BSW	4,000	2,250	144	r-c	r	s	36x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	opt		Pierce	Stmbg		g	d-d	sel	u-m		8.66-1	worm	
United CSW	7,000	2,900	144	r-c	r	s	36x5	36x5d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Eism S-H	opt		Pierce	Stmbg		g	d-d	sel	u-m		8.75-1	worm	
United DSW	8,000	3,200	144	r-c	r	s	36x5	36x6d	w-sq						3		4	4½x5½	36.15	2-o	P	cell	Eism S-H	opt		Pierce	Stmbg		g	d-d	sel	u-m		8.75-1	worm	
United ESW	10,000	3,900	144	r-c	r	s	36x6	40x6d	c-cr						3		4	4¾x5½	41.62	2-o	P	fin	Eism S-H	opt	200.00	Pierce	Stmbg		g	d-d	sel	amid		11.75-1	worm	
U. S. E	5,000	2,500	144	r-c	s-f	s	34x3½	36x3½d	w-sq				r		3	Cont	4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		8.16-1	chn	
U. S. H	5,000	2,800	144	r-c	s-f	s	34x4	36x4d	w-sq				r		3	Cont	4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		8.66-1	worm	
U. S. D	7,000	3,200	162	r-c	s-f	s	34x5	36x5d	w-sq				r		3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		8.01-1	chn	
U. S. J	7,000	3,500	162	r-c	s-f	s	36x5	40x5d	w-sq				r		3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c	amid		11.70-1	worm	
U. S. K	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-sq				r		3	Wauk	4	4¾x6¾	36.15	2-l	D	sq-t	Bosch D-H			Wauk	Stmbg		g	c	ind-c	amid		8.75-1	worm	
Universal G	3,000	1,950	133	r-c	r	s	34x3½	34x5	w-ov	Universl	f-f	r	r	r	3	Buda	4	3¾x5¼	22.50	b-r	T	fin	Eism	opt			Zenith	1	g	d-d	sel	u-m		7.25-1	worm	2x14¼
Universal D	4,000	2,800	132	r-c	r	s	36x4	36x4d	w-ov	Universl	d	r	r	r	3	Buda	4	4½x5½	29.86	2-l	P	fin	Eism	opt.			Heath	1¼	g	d-d	sel	amid		9.16-1	chn	3x30
Universal A	6,000	3,400	132	r-I	r	s	36x5	36x5d	w-ov	Univers|	d	r	r	r	3	Buda	4	4½x5½	29.86	2-o	P	fin	Eism D-H	opt			Heath	1¼	g	d-d	sel	amid		10.29-1	chn	3x30
Velie 25	4,000	2,450	150	pr-s	flex	s	36x4	36x3½d	w-sq	Timken					3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	Remy	120.00	Pierce	Stmbg	1¼	v	d-p	sel	amid		6.00-1	worm	3¼x16
Velie 26	7,000	3,500	172	pr-s	flex	s	36x5	40x5d	w-sq	Timken					3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H			Pierce	Stmbg	1¼	c	d-p	sel	amid		10.30-1	worm	4x18
Vim 20	1,000	665	102	pr-s		p	31x4	31x4							3		4	3 x4½	14.40	b-r	T	fin	Dixie				Zenith			c	sel	u-m		5.25-1	b	
Walter C	7,000	4,200	132	pr-s	flex	s	40x6	40x6	c-d						3		4	4⅜x6	30.65	b-l	P	fin	Eism S-A				H & N		g	c	sel	u-m		8.50-1	ext-g	
Walter B	15,000	4,750	162	pr-s	flex	s	36x6	40x6	c-hol						3		4	4⅜x6	30.65	b-l	P	fin	Eism S-F				H & N		g	c	sel	u-m		7.85-1	ext-g	

Watson........Tractor	10,000	4,050	80	r-c	flex	s	34x4	36x5d	w-sq	Timken	....	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch D-H	....	....	Pierce	Zenith		g	d-d	sel	u-m		10.30-1	worm	3¼x18
White..........GBBE	1,500	2,300	133½	pr-s	....	p	34x4½	34x4½	w-ov	own	s-f	b	b	b	2	own	4	3¾x5½	22.50	b-r	P	cell	Eism S-H	....	extra	....	own		g	o-p	sel	amid		....	b	....
White..........TBC	3,000	3,300	145½	pr-s	....	p	36x4½	36x4½	w-ov	own	s-f	b	b	b	2	own	4	3¾x5½	22.50	b-r	P	cell	Eism S-H	....	extra	....	own		g	o-p	sel	amid		....	red	....
White..........TAD	6,000	4,000	163	r-I	r	s	36x5	40x5d	c-x	own	d	b	b	b	2	own	4	3¾x5½	22.50	b-r	P	cell	Eism S-H	....	....	....	own		g	o-p	sel	amid		....	chn	....
White..........TCD	10,000	5,000	169	r-I	....	s	36x5	40x6d	c-x	own	d	b	b	b	3	own	4	4¼x6⅜	29.00	b-r	P	cell	Eism S-H	....	....	....	own		g	o-p	sel	amid		....	chn	....
Wichita..........A	2,000	1,750	110	pr-s	s-f	s	34x3	34x4d	w-sq	Sheldon	d	r	b	r	2	own		3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	....	Stmbg	-	g	c	sel	u-j		7.32-1	chn	....
Wichita..........K	2,000	1,750	118	pr-s	s-f	s	36x3	36x4	w-sq	Sheldon	s-f	r	b	b	2	own	4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	....	Stmbg		g	c	sel	amid		7.80-1	worm	....
Wichita..........L	3,000	1,950	118	pr-s	s-f	s	36x3	36x5	w-sq	Sheldon	s-f	r	r	b	2	own	4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	none	Stmbg	1	g	c	sel	amid		8.66-1	worm	....
Wichita..........B	4,000	2,250	118	pr-s	s-f	s	34x3½	34x6	w-sq	Sheldon	d	r	r	r	2	own	4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	none	Stmbg	1	g	c	sel	u-j		8.24-1	chn	....
Wichita..........R	5,000	2,500	144	pr-s	s-f	s	36x4	36x7	w-sq	Sheldon	s-f	r	r	b	3	Wauk	4	3¾x5¼	22.50	b-r	P	cell	Bosch S-H	West	125.00	Wauk	Stmbg	1	g	c	sel	amid		8.75-1	worm	....
Wichita..........O	7,000	3,450	165	pr-s	s-f	s	36x5	36x5d	w-sq	Sheldon	s-f	r	r	b	3	Wauk	4	4½x5¾	32.40	2-l	P	cell	Bosch S-H	West	150.00	Wauk	Stmbg	1¼	g	c	sel	amid		11.75-1	worm	....
Wichita..........Q	10,000	4,000	165	pr-s	s-f	s	38x6	38x6d	w-sq	Sheldon	s-f	r	r	b	3	Wauk	4	4½x5¾	32.40	2-l	P	cell	Bosch S-H	West	150.00	Wauk	Stmbg	1¼	g	c	sel	amid		11.75-1	worm	....
Wilcox..........S	....	1,600	128	pr-s	r	p	35x5	35x5	w-ov	....	....	....	....	....	3	....	4	4¾x5	22.50	b-r	T	cell	Bosch S-H	....	stock	Pierce	Ray		g	d-d	sel	u-m		6.50-1	worm	....
Wilcox..........R	....	1,800	134	pr-s	r	s	36x4	36x5	w-ov	....	....	....	....	....	3	....	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	....	stock	Pierce	Ray		g	c	sel	amid		7.70-1	worm	....
Wilcox..........Q	....	2,000	150	pr-s	r	s	36x4	36x3½d	w-ov	....	....	....	....	....	3	....	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	....	stock	Pierce	Ray		g	c	sel	amid		8.60-1	worm	....
Wilcox..........P	....	2,900	154	pr-s	r	s	36x5	36x5d	w-ov	....	....	....	....	....	3	....	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	....	stock	Pierce	Ray		g	c	sel	amid		11.70-1	worm	....
Wilson..........F	2,000	1,500	124	r-c	flex	s	34x3½	34x4	w-ov	Sheldon	s-f	r	r	b	3	Cont	4	3½x5	19.60	b-l	P	fin	Eism S-H	....	extra	Pierce	Marvel	1¼	g	d-p	sel-c	u-m	3	....	worm	....
Wilson..........E	4,000	2,550	144	r-c	flex	s	36x4	36x4d	w-ov	Sheldon	s-f	r	r	b	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-H	....	extra	Pierce	Marvel	1½	g	c	sel-c	amid	3	8.75-1	worm	18x2½
Wilson..........G	7,000	3,000	156	r-c	flex	s	36x5	36x5d	w-ov	Sheldon	s-f	r	r	b	3	Cont	4	4½x5½	32.40	b-l	P	fin	Eism S-H	....	extra	Pierce	Marvel	1½	g	c	sel-c	amid	4	....	worm	....
Winther..........47	4,000	2,400	144	c	....	s	34x4	36x7	c	celfor	d	....	r	....	4	Wisc	4	4 x6	22.50	b-l	P	cell	Eism	....	125.00	....	Master	....	....	d-p	....	amid	3	8.15-1	int-g	....
Winther..........67	6,000	3,200	144	c	....	s	36x4	36x5d	c	celfor	d	....	r	....	4	Wisc	4	4⅛x6	25.60	b-l	P	cell	Eism	....	150.00	....	Master	....	....	d-p	....	amid	3	8.15-1	int-g	....
Winther..........87	8,000	3,800	144	c	....	s	36x5	40x5d	c	celfor	d	....	r	....	4	Wisc	4	4¼x6	28.90	b-l	P	cell	Eism	....	150.00	....	Master	....	....	d-p	....	amid	3	12.50-1	int-g	....
Winther..........127	12,000	4,600	156	c	....	s	36x6	40x6d	c	celfor	d	....	r	....	4	Wisc	4	5⅛x6	42.03	b-l	P	cell	Eism	....	175.00	....	Master	....	....	d-p	....	amid	3	12.15-1	int-g	....
Wisconsin..........B	2,500	1,650	136	pr-s	s-f	s	34x3½	34x4	w-ov	....	....	....	....	....	3	....	4	3½x4	19.61	b-r	P	cell	Eism S-H	....	....	Wauk	Master		g	d-d	sel	u-m		7.75-1	worm	....
Wisconsin..........C	5,000	2,500	156	pr-s	s-f	s	36x4	36x6	w-ov	....	....	....	....	....	3	....	4	4 x5¾	25.60	2-r	P	cell	Eism S-H	....	....	Wauk	Master		g	d-d	sel	u-m		8.75-1	worm	....
Witt Will......WD17	2,000	2,000	120	pr-s	flex	s	36x3	36x4	w-sq	Timken	f-f	....	r	....	3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Eism S-A	....	....	Pierce	Zenith		g	d-d	sel	u-m		....	worm	....
Witt Will......WD17	4,000	2,500	144	pr-s	flex	s	36x3½	36x7	w-sq	Timken	f-f	....	r	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-A	....	....	Pierce	Zenith		g	d-d	sel	u-m		....	worm	....
W. S..........4	5,000	2,975	154	r-c	flex	s	36x6	36x6	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2	P	fin	Nat D-H	....	....	....	Zenith		g	o-d	....	u-m		....	wrm-4	....

STEAM CARS

	Capacity	Price	Wheel Base	Size of Tires	Spring	Brake Banding	H. P. of Engine	Bore and Stroke in Inches	Boiler Diameter inches	Water Capacity
Stanley..........................	2,500	2,400	136	36x5	F-F	16x2¾	30	4½x6½	26‡	50 miles

Helpful Hints to the Mechanic

(Continued from page 145)

be found that the legs are slightly spread apart at the end. This can be remedied by placing the lower end of the pin on some solid object such as a stone and tapping the head of the pin lightly with a hammer. This bows the legs out slightly at the center and closes the end of the pin.

Ordinary lock washers while satisfactory for securing nuts on some parts of the car are almost useless on other parts. Usually, if the manufacturer uses lock washers for locking nuts on certain parts of the car it is because they have been found to hold the nuts under the conditions imposed.

The chief advantage of lock washers is that they are easily and quickly applied. It is seldom advisable to use old lock washers a second time after the nuts have been removed. A lock washer to perform its function properly must possess considerable elasticity, and this is ap to be lost after the washer has been compressed for a long period of time. Also if the nut is taken on and off many times the washer is apt to crack in half This may also occur if the nut is screwed down too hard. Lock washers are probably used most for holding cap screws in place.

Lock nuts like lock washers appear to work very well in some places and not in others. The correct method of applying them is probably known to every mechanic. It consists of simply screwing the main nut down home and then holding it in this position with a wrench while the lock nut is screwed down on it so that the two nuts are jammed together.

Organize to Exhibit Ford Accessories

At the first annual exposition of Ford specialties, which it has been announced wil be held from September 22 to 29, in the Coliseum, at Chicago, Ill., everything made for Ford cars, that Ford does not sell, will be exhibited. Makers of Ford specialties met in Chicago on June 20 and formed a permanent organization to be known as the National Exposition for Ford Accessories, Inc.

Back of this title is a $30,000 company sponsored by a number of names well known in the trade, and animated by the utmost seriousness of purpose. With the ever-increasing congestion of accessories at the national shows the Ford specialty business naturally has not received the attention that its actual commercial importance is believed to demand. Furthermore, some of the producers of such goods, as comparative newcomers in the field are compelled to put up with such poor locations and crowded quarters as are left at the big shows after the oldest established houses, dealing in general lines, have had their pick of space, through the system of allotments arranged for its members by the Motor and Accessory Manufacturers. All in all, it is believed that a separate show, a series of such shows, in fact, would not only prove profitable to the exhibitors but would be welcomed by the trade.

An appropriation of $100,000 has been asked of Congress for the erection of new buildings to the present motor repair plant at he Quartermaster's Depot, at Jeffersonville, Ind. Machinery will be installed for the building of complete trucks, if this should be found to be necessary. There is ample Government ground available for an even greater increase in the size of the plant than that now proposed.

MANUFACTURERS' NOTES

The Government has closed a contract with the Nordyke and Marmon Co., of Indianapolis, it is understood, for 1,000 airplane motors to be delivered in the next few months. The Marmon company is erecting a new factory for the manufacture of these which will have a total floor area of over 50,000 square feet. This factory is to be completed within 55 days. The motor to be built by the Marmon company is the Hall-Scott.

The Firestone Tire & Rubber Co. will erect a building of four stories at a cost of $500,000 in Detroit to be used for sales and stock purposes.

The Bukolt Mfg. Co., manufacturing Highway tire protectors, is preparing to establish a branch in Canada, at Portage La Prairie, Man., which is expected to result in the erection of a complete manufacturing plant at that point.

The plant of the Racine-Sattley Co., Racine, Wis., which is occupied under lease by twenty-five separate industries, many of them making automobile parts and accessories, has been purchased by Logan Hay, of Springfield, Ill., for $300,000.

The Moore Motor Vehicle Co. has purchased the abandoned freight car plant at Danville, Ill., and a force of men have commenced work placing the buildings and grounds in shape for operation of a branch manufacturing and assembling plant for automobiles.

The Ford Motor Co., of Detroit, following instructions of the Government concerning alien enemies, has dismissed a large number of foreign workmen within the last few weeks.

The Boone Tire & Rubber Co., Sycamore, Ill., and Des Moines, Iowa, has awarded contracts for the construction of the first unit of its new factory at Chippewa Falls, Wis. The building will be of fireproof construtcion, 100 by 200 feet, and will be ready about August 15.

The Gemco Mfg. Co., Milwaukee, Wis., is awarding contracts for the construction of a three-story factory addition, 50 by 150 feet, which will cost about $100,000 with complete equipment.

Norman E. Moses, Stutz dealer, has become a distributor throughout northwestern Ohio for Scripps-Booth cars. His headquarters are located in Toledo.

The Mackey Motor Co., of Des Moines, state agent for Chalmers cars, will open a branch in Davenport, Iowa. Bruce Whitmore, formerly with the Mackey company, has been appointed manager of the new branch.

Thursday, June 14, was a record day at the Ford Motor Co. plant, Detroit, as it witnessed the production of the two-millionth model T Ford engine, the Ford Motor Co. having manufactured exactly 2,000,000 of its engines between the time of its inception and last Thursday.

The Truck Attachment Co. has started in business in Cleveland making truck attachments and auxiliary transmissions. The company has located in the former Carey Looping Co. plant on West Eleventh street.

The Titan Motors Co. is taking over the plant of the Bour-Davis Motor Car Co., at Detroit, for the manufacture of engines for army trucks. The plant has a floor space of 56,000 square feet.

The general offices of the Standard Tire & Rubber Mfg. Co. have been removed from Cleveland, Ohio, and are now at Willoughby, in connection with the factory there. This company has been manufacturing tires to the limit of its capacity since last October.

The trend of automobile business to include tractor lines is in line with the decision of the Minneapolis Steel & Machinery Co., Minneapolis, Minn., to spend $325,000 to get ready to make engines for trucks and tractors in expectation of a heavy development and demand in the Northwest after the war. A space 175 by 600 will be utilized to test tractors, and a munitions factory building is to be turned to a tractor assembly plant.

The Fabri-Cord Tire Co., Salem, O., has taken over the plant of the former American Cash & Register Co. Equipment for the production of 500 tires daily will be installed.

The plant of the Continental Motors Corp. at Muskegon, Mich., is to be given over entirely to the production of truck engines. It is stated that the company has received a very large order from the United States Government and that for this reason the manufacturing of engines for passenger cars will be taken care of exclusively at the Detroit branch.

How Manufacturer Should Assist Dealer

By WILLIAM H. EASTON, Westinghouse Electric and Mfg. Co.

Editor's Note.—The following is a copy of the address delivered by Mr. Easton before the Technical Publicity Association.

CHIEF among the problems of the manufacturer in dealer co-operation is to see that the dealer uses the helps he supplies properly and efficiently. This is usually a difficult matter and great waste is the inevitable result, but much can be done by laying before the dealer clear and concise suggestions for campaigns, preferably on soliciting his orders for the helps. Here the salesman is a most important factor and in consequence should be carefully trained by the advertising manager.

Every possible method of selling goods should be utilized to the fullest extent, for orders are something that no manufacturer can despise and no one can afford to ignore dealer distribution. One can never tell when he shall have to look to the dealer for assistance. Probably few refrigerating machine manufacturers thought 10 years ago that they would use dealers, but to-day many of them are putting out household refrigerating machines which can be sold economically, mainly through retail agencies.

The advertising man within our own generation has effected a revolution in the method of handling dealer business. Formerly, the manufacturer concerned himself only with shipping the goods out of his own storerooms and his interest ceased when his bill was paid. To-day, we realize that no sale is actually finished until the goods are in a satisfied consumer's hands, that the jobber's and retailer's shelves are only temporary stopping places and that the manufacturer must work just as hard to help get them off these shelves as he did to get them on.

For the jobber and dealer have no interest in goods in themselves; it is saleability that counts. Of two competitive lines the one that will move is the one that will be bought; and the manufacturer that helps to make his goods move is the one that will be favored.

Now the thing that makes goods move is advertising. There are two kinds that are effective, each supplementing the other, namely, national and local advertising.

As to national advertising and its value to the manufacturer, I need not speak; but I want to emphasize the fact that national advertising alone and unaided would never sell enough technical goods through dealers to warrant the expense. Unless the dealer connects himself up in some way with the national publicity his sales will be very scarce. National advertising will arouse interest and create desire, but, generally speaking, it does not cause action because it cannot tell the reader of the advertisement specifically what he must do to obtain the goods advertised. But the dealer can do just this, for he can announce to his immediate public that "you can get this article at my store," thus completing all the conditions for a sale.

If the dealer is left to himself he can spend very little on advertising each item of his line; whereas the manufacturer can prepare the highest grade of art work, printed matter, etc., and furnish dealers with all the advertising material they may need, and yet keep the cost per dealer at a low figure.

This fact—that the manufacturer can supply the dealer with much better advertising material than the average dealer could ever afford to prepare for himself —lies at the bottom of all manufacturer's dealer co-operation. It also indicates where the manufacturer's efforts should cease, for he should not pay for things that the dealer can get as cheaply as he can. Therefore, the manufacturer should supply folders, newspaper cuts; car cards, billboard posters, etc., but he should not be expected to pay for the postage for sending out the folders nor for using the newspaper advertising space, car cards or posters. This point—the point at which the manufacturer's co-operation should cease—is not clearly understood by all dealers or manufacturers. Manufacturers are constantly solicited to pay for all or for part of newspaper advertising circular letter campaigns, etc., but the dealer should clearly pay the freight. If it does not pay him it certainly will not pay the manufacturers, and if it does pay the dealer, he should certainly be willing to bear the expense.

The kind of material furnished to dealers includes every medium of publicity known, but as a general rule it is confined mainly to folders, newspaper cuts, window display material and street car cards, though billboard posters and moving picture films are also furnished. I shall show lantern slides of various specimens later.

There are several methods of distributing helps to dealers:

1—Sending each dealer on the list an assortment unsolicited.

2—Packing standard assortments of helps in standard packages of goods.

3—Soliciting requests for helps by circularization and advertising in business papers.

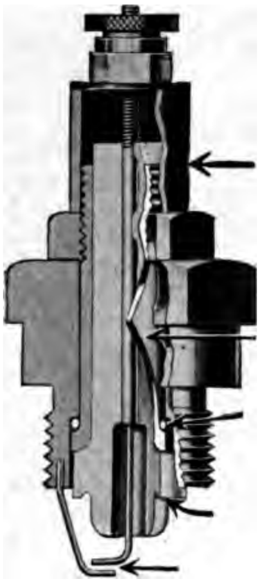
4—Obtaining orders through salesmen.

Of these methods, the first is hopelessly bad and should never be used. The vast amount of literature that has been wasted by sending it to dealers who don't want it and don't know how to use it is appalling. A second rule to be observed is, therefore, never send dealer helps unless the dealer specifically requests them. An exception to this rule can be made in favor of packing one or two display cards and a few folders in with the goods; but even in this case it is best merely to send samples together with an order blank for a full supply.

The last two methods are, therefore, the best and it will be found that the salesman, if he comes in direct contact with the dealer, is the ideal means of distributing dealer helps. He uses them as a strong sales argument for his goods, he helps the dealer to work out a definite and practical campaign with their use, and greatly decreases the inevitable waste of this material.

La French Spark Plug

Several distinctive features of design are found in the La French spark plug, offered by the La French Spark Plug Co., of New York, Inc., 1717 Broadway, New York City. The most important point of distinction of the La French design is the use of a porcelain insulator which is baked into, and thereby formed integral with, a supplementary steel shell, which fits snugly within the main plug shell and relieves the insulator of strain.



The lowermost end of the supplementary shell is flared, and is brought up hard against a recess ridge formed inside the main shell by means of the compression nut. An asbestos packing ring is interposed at the joint to eliminate gas leakage and at the same time permit of expansion and contraction of the relative parts due to temperature changes.

The porcelain itself follows the chamber type of construction, but is novel in that the benefits accruing from the single chamber construction in the way of freedom from trouble from fouling, are doubled by the provision of a second chamber or recess formed concentric with the inner chamber.

Added to the effectiveness of the porcelain as an insulating medium, is a Bakelite shell which houses the uppermost end of the porcelain insulator, effectively guarding it against damage and strain and at the same time providing a large air gap.

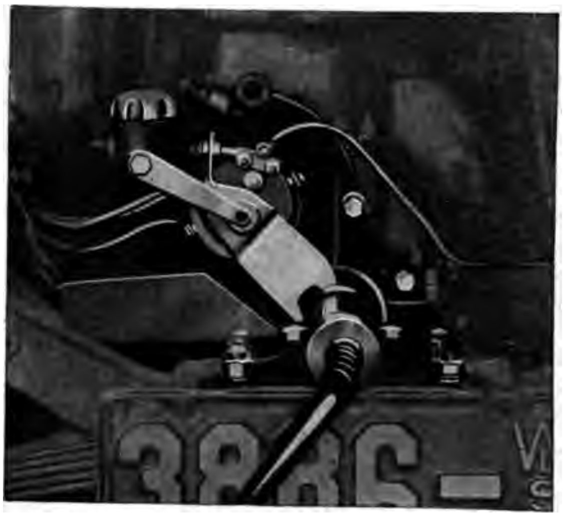
Mason Ribbed Tread Tire

The Mason Tire & Rubber Co., Kent, Ohio, has placed a new ribbed tread tire on the market. This is in addition to the well-known Lattice Non-skid tread which the company has manufactured since its inception. The new ribbed tread has a jet black top and white side wall.

The new tread has been built to supply the demand for an easy steering front wheel tire, to accompany the regular non-skid tires used on the rear wheels. The tire is of very attractive appearance.

Safety Spark Set

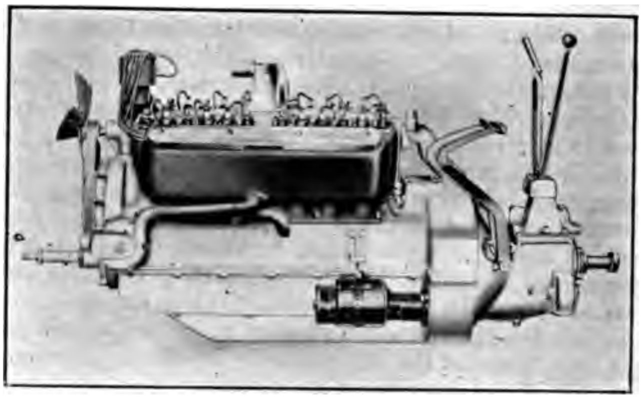
To prevent the engine from "kicking back" when cranking and thus injuring the operator's arm, is the object of the Safety Spark Set, manufactured by the Safety Spark Set Co., Elkhorn, Wis. Such accidents usually are due to the operator forgetting to retard the spark before cranking. The Safety Spark Set automatically retards the spark when the operator engages the crank preparatory to cranking. The spark cannot be advanced while the engine is being cranked.



The attachment is easily adjusted so as to set the timer at the correct position. No drilling is necessary in attaching the device as it simply clamps on to the commutator. Directions for attaching are furnished with the device and only about ten minutes are required to complete this operation.

Supreme Engines

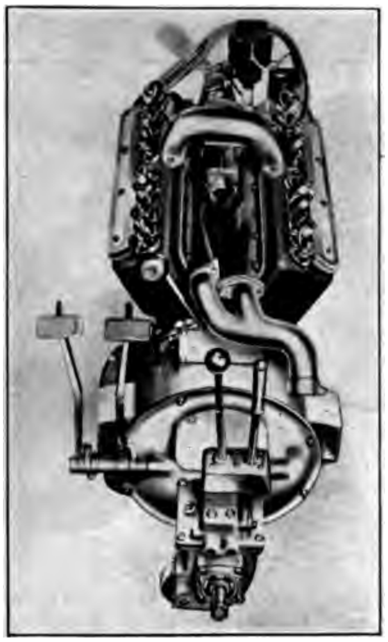
Four, six and twelve cylinder models of Supreme engine are being placed on the market by the Supreme Motors Corp., a new company the formation of which was announced in the last issue of MOTOR RECORD. Among the special features of these engines one of the



most unusual for a trade product is the counter-balanced crankshaft, balance weights being used on the shafts of all three models to prevent whipping at high engine speeds.

Aiming at high volumetric efficiency the clear diameter of the valves has been made at least one-half of the cylinder bore. In the case of the twelve with cylinders 2½ by 5 inches the valve diameter is 1½ inches, and the lift 9/32 inches.

Besides this model of twelve another model with a ¼-inch greater bore and the same stroke is being offered. The four and six-cylinder models have cylinders with a bore of 3¼ inches and a stroke of 5 inches. The cylinders are of L-head construction and the heads are detachable.



In the twelve cylinder models the cooling water is circulated by a double impeller water pump, which acts as two independent units, each supplying water to one cylinder block. A peculiar feature of the exhaust manifold is that it is so cast as to use the side of the cylinder as the inner wall of the manifold.

In order to give maximum clearance between the cylinders of the twelve for adjusting the valves, the valves stems are set at a considerable angle relation to with the cylinder bore.

In all models lubrication is furnished by pressure feed, a gear pump being provided, and the crankshaft being bored to carry oil to the bearings. The valve spring chambers open to the crank case, the breather being placed on the valve chamber covers. In this way the valve stems are kept well lubricated. The timing gears of the twelves are driven by a silent chain, with provision for adjustment. In the four- and six-cylinder models spiral timing gears are used. The four cylinder model is intended mainly for use on motor trucks.

Unity Truck Attachment

With the Unity attachment it is claimed a Ford car can be changed into a 1,250-pound truck in two hours. The Unity frame bolts to the Ford frame. It is 38 inches wide and 100 inches long, which makes the complete frame 150 inches long.

This allows a body 38 inches wide by 7 feet long back of the driver's seat without overhang. It adds 15 inches to width of the frame and 48 inches to the working length. The Unity frame is rigidly fastened to the Ford frame by six clamps which are clamped to the side rails and rear cross member of the Ford frame. It is further reinforced by two cross members, one of which is clamped and bolted to the Ford frame. This makes the completed frame construction rigid and strong.

Two 50-inch Perfection springs are provided, together with the necessary spring hangers. These springs are half elliptical, and are so designed as to give extremely easy riding.

The original Ford drive shaft is moved back intact and a new heat treated extension shaft enclosed in a torsion tube is provided. The outfit is made by the Unity Motor Truck Co., Cleveland, Ohio.

C. B. Door Anti-Rattle

One of the most common causes of noise in the automobile is that due to rattling of the doors when the car is passing over rough roads. To prevent this annoying rattle the W. J. Bailey Co., of 401-407 Mulberry Street, Newark, N. J., has brought out the C. B. Door Anti-Rattle. Two types are being produced, one for cars having wood angle stops, and the other for Fords and other cars not having angle stops.

Both types allow easy closing of the doors without noise, and they throw the door wide open when unlatched. The type for doors with wood angle stops is made of clock spring steel, while the style for Fords and other cars without angle stops is made of piano wire. Screws are furnished with both type and they can be attached in but a few minutes.

Even when car doors do not rattle, it is said to be advisable to apply these springs, as they ease the shock when the door is closed.

H-A Moisture Carbureter

Greater mileage from a given amount of gasoline is claimed to be obtainable by the use of the H-A Moisture Carbureter, manufactured by the Hayes-Aderholdt Mfg. Co., 2019 Champa Street, Denver, Colo.

The H-A Moisture Carbureter proper, is connected with the exhaust manifold. The water manifold is tapped, and the water brought down through a 3/16-inch copper tubing, to the moisture carbureter, where it is turned into steam or vapor. The amount of water vaporized, is regulated by a needle valve. The vapor meets with hot air taken directly off of exhaust manifold, and the combined mixture is introduced into the intake manifold above original gas carbureter, by means of a 5/16 inch copper tube.

Shotwell Gasoline Pump

In the Shotwell gasoline pump, manufactured by the Shotwell Pump and Tank Co., Indianapolis, Ind., the usual rack and pinion has been done away with. The design of the pump makes possible a continuous forward movement of the handle with no reverse strokes. This, it is claimed, makes the pump from 30 to 50 per cent. faster than the reciprocating type, and allows the use of a meter of such design as to ensure accuracy of measurement.

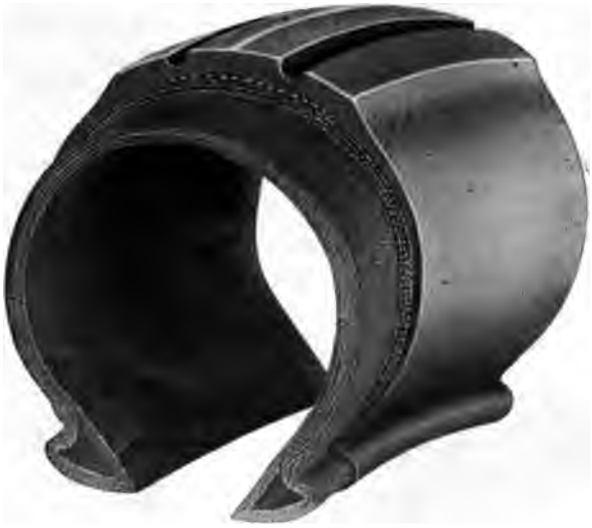
The complete enclosure of the mechanism of the pump keeps out dirt, which tends to rapidly cut the bearings. Large bearing surfaces are provided for all of the working parts of the pump.

Another feature of the pump is the accessible foot valve. This valve is situated directly above the tank instead of inside of it, and is accessible at all times through a cast iron manhole box, with a hinged top. The company is manufacturing the complete pump in its own plant.

Being nicely finished the pump presents a neat appearance when installed in front of the garage. The word "Gasoline" at the top of the pump is large enough to attract the attention of the passing motoris.

Ever-Last Retread

The Ever-Last Retread for resoling old tires, is offered by the Ever-Last Tread Co., 128 East New York Street, Indianapolis, Ind. It is made of new rubber and fabric, and is built over the old tire. It has the same thickness of rubber that is furnished on new tires and is addition two to three plies of 7½-ounce tire fabric.



All of the old rubber is removed from the casing and the Ever-Last built on the fabric carcass. Danger of blow-outs is claimed to be prevented because of the extra thickness of fabric, which reinforces the tire all around. Being built on the old tire they cannot creep or slip.

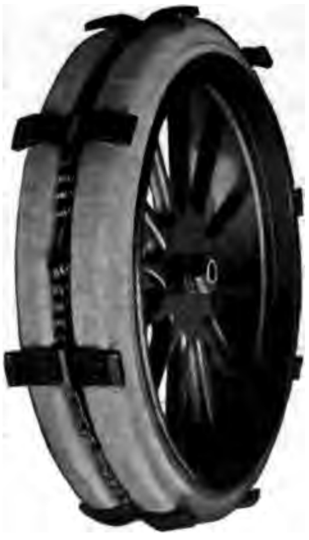
Stewart V-Ray Searchlight

Having considered the natural spotlight requirements of the motorist the Stewart-Warner Speedometer Corp., of Chicago, Ill., has designed and is now offering the Stewart V-Ray searchlight, which, owing to the few parts entering into its make-up, is both simple and compact.

Combined with the new spotlight is a reducing mirror, which is installed directly in the back of the lamp in such a position that the traffic behind can be seen without swinging the lamp into the car. The light is hung in a universal mounting, being supported below the bracket instead of above. Hanging below the bracket it gets the best support and cannot vibrate out of position.

The design of the spotlight is such that rigidity is obtained without undue weight. In fact, it is said that the outfit weighs but half that of the usual spotlight. The body of the spotlight is 6 inches in diameter and the solid flanged front closes tightly thus preventing the entrance of moisture and dust. The focusing device is of sufficient range to permit the use of all types of lamp bulbs. The switch for turning the light on and off is located in a position convenient to the driver.

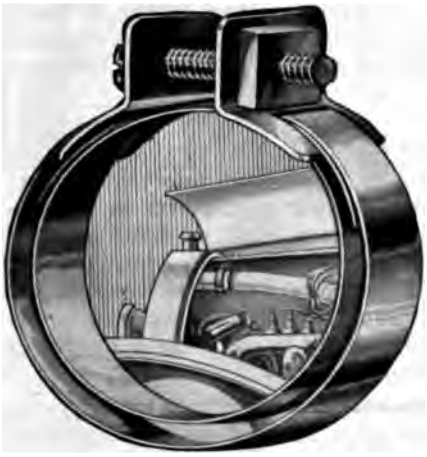
Never-Skid Device



Woven steel wire having an exceedingly fine gripping surface for ice and snow is used in the Never-Skid device for dual truck tires, which is produced by the Never-Skid Mfg. Co., 110 West 14th Street, New York City. There are eight cross pieces constructed of this wire and held in place by a chain, which lies between the two tires. The chain is drawn tight with a turn buckle. This buckle allows for adjustment due to wear.

An advantage of the device is that the truck does not have to be jacked up to apply it. To facilitate attachment a special tool is furnished. Because of the wire construction it is claimed that the device will not injure the tires.

Cooper Adjustable Hose Clamp



With the usual fixed size type of hose clamp it is necessary for the dealer to carry in stock a number of different sized clamps to fit different sized hose. Besides this inconvenience considerable time is lost in measuring hose to determine the size of clamp needed in each particular case.

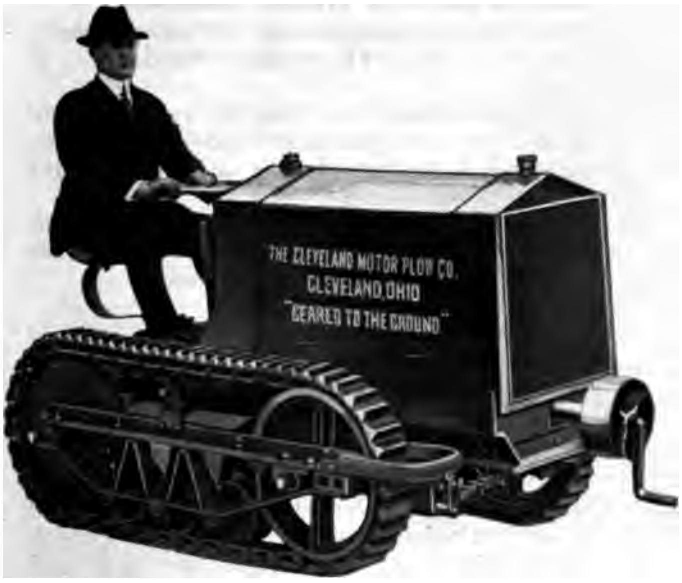
Realizing this the Otis-Flagg Corporation, 456 Fourth Avenue, New York City, are bringing out the Cooper adjustable hose clamp. This clamp fits any size of hose from ⅝ to 3 inches. It is said that the clamp can be adjusted to a hose in less time than it takes to measure it, and that a tight joint is made without the use of shellac.

As it circles the hose twice, extra strength is claimed for the clamp. One hundred of the clamps come packed in a substantial telescope box, bearing a label with directions for assembling and adjusting to the hose.

Cleveland Tractor

A popular-priced caterpillar tractor for farm use is the latest development of the Cleveland Motor Plow Co., of Cleveland, Ohio. Two of the most interesting features of the Cleveland Tractor are the fact that it is steered by the power of the engine and that it is similar in design to the famous "British Tanks," using the steering wheel merely to indicate the direction that it is desired to take.

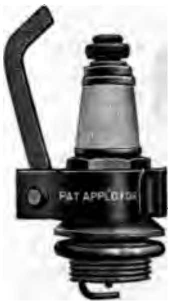
The spring suspension is such as to admit of the tracks following uneven ground, each side being counterbalanced by the other side on the cantilever principle. It is claimed to do the work of 14 horses and to cost less than four horses to operate.



It has a sixteen-horsepower motor and can develop enough power to work on any kind of road or grounds. The average amount of fuel consumed by this plow per acre is 1½ gallons. It is claimed by the manufacturers that this 16-24 horsepower tractor is sufficiently large for the farmer to buy who has a farm large enough to need a tractor at all, and that its economy will prove the value of its efficiency.

This machine can operate on public roads, wooden floors, or plowed ground with equal facility. Plowing speed is 3½ miles per hour, 8-12 acres per day. Will pull three 14-inch plows under favorable conditions, and two under the very worst conditions.

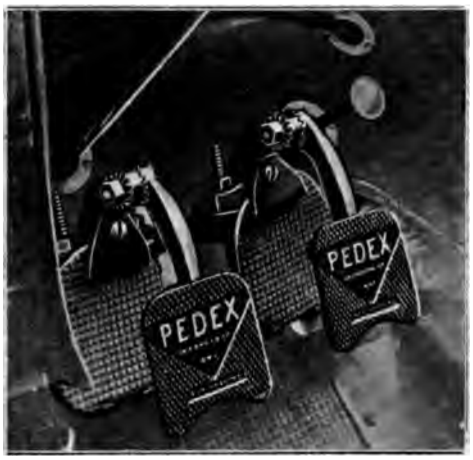
Locke Trouble Detector



To locate ignition trouble is the object of Locke trouble detectors, manufactured by the Locke Mfg. Co., Ravenna, Ohio. One of these devices is clamped to the base of each spark plug, and in normal operation the detector arms are pushed back from the top of the plug. In case of ignition trouble the arms are pushed to within 1/16 of an inch from the top of the plug, thus forming a spark gap from which it can be told whether the plug is working properly. By pushing the detector arm so that it comes in contact with the top of the plug one cylinder is cut out, and thus the operator can check the firing of the engine. By pushing all of the detector arms in contact with the tops of the plugs the engine is entirely cut off and cannot be started. This prevents likelihood of the car being stolen.

Pedex Attachment

Very often the distance between the seat and the clutch and brake pedals is too great for the driver of the car, and this forces him to sit in an uncomfortable position in order to reach them. Bringing the pedals nearer to the seat is the function of the Pedex attachment, which is being distributed by the American Car Accessories Co., 529 West 21st Street, New York City.



In design the device consists of an adjustable plate of metal attached by a movable arm to a bracket that fits on the regular pedal of the car. The distance from the seat to the pedal can be shortened as much as 7 inches by setting the arm and extension pedal at the proper angles. This operation requires only a screw-driver and a wrench.

By a carefully worked out system of measurements the company has adopted sets of extension bars and clamps for fastening the attachment to pedals so that practically any car can be fitted. The arms and foot plates of the device are made of malleable iron.

Corbin-Brown Ford Special

The Corbin Screw Corporation, has placed upon the market a speedometer designed for use on Ford automobiles.

The Corbin-Brown Ford Special possesses all of the basic features of other Corbin-Brown models together with such changes and improvements as to make it particularly adaptable to Ford Service. A feature of the speedometer is the unusual strength of the Swivel Gear Section. These large gears are made in one piece with the saft, to which the cables are attached, and hardened. They are held in correct location by a strong collar, which insures exact meshing. All bearing surfaces are exceptionally large and the entire mechanism is so assembled as to protect against the entrance of dust and dirt. The gear section has a large capacity for grease and, being filled when assembled, needs no attention for a long period.

The attaching bracket of the Ford Special is a decidedly convenient feature. Though firm and rigid this bracket can be adjusted to four positions by merely removing two set screws, thus enabling the driver to obtain the exact angle most suited to his range of vision.

A. W. T. Auto Horn.

A peculiar feature of the new A. W. T. automobile horn is that the horn bell may be removed and used as a drinking cup, or for filling the radiator or gasoline tank in case of emergency. The horn is hand operated and the hand piece and horn bell are threaded. They can thus be removed from the body of the horn and screwed together to form a cup.

Externally the horn is attractive in appearance, and a solid construction has been aimed at by its manufacturers, the American Watch Tool Co., Waltham, Mass. No sheet metal parts that might get loose and rattle are incorporated in the make-up. All the moving parts of the horn are supported on brass bearings and are lubricated by the splash system. The striker is easily adjusted by simply removing the horn bell. A pleasant sounding yet commanding note is emitted by the horn when the button is pressed.

Gwynn-Bacon Vulcanizer

All danger of injury to tubes from overheating during the process of vulcanizing is claimed to be prevented with the Gwynn-Bacon electric steam vulcanizer, which is offered to the trade by the Hudson-Mason Sales Co., 727 Webster Building, Chicago, Ill. The vulcanizer works automatically and requires no attention whatever, being ready to perform a quick repair at any time in the day.

The vulcanizer contains sufficient water to produce a wet heat, which is quite a necessary factor in producing satisfactory results in vulcanizing. The machines are properly filled at the factory, and it is said no more water is required for a period of two to four years. The heat is regulated by a special gauge attached to the vulcanizer, with an automatic cutoff holding the desired heat at all times. The steam pressure will not vary more than one pound during the day and the vulcanizer uses current only about one-third of the time it is in operation.

The machines are made in different sizes, though the regular garage size, and one usually used is the Number 3, which measures 4½ by 18 inches and takes four tubes at one time or repairs a blowout of seventeen inches at one cure.

Amazon Has New Mileage Guarantee

A departure from the conventional tire mileage guarantee has been made by The Amazon Rubber Co., at Akron, Ohio.

Instead of guaranteeing their tires for a certain number of miles, the new guarantee reads "——and the mileage rendered is guaranteed to be satisfactory to the consumer."

By this guarantee, if the customer feels that he has not purchased his tire mileage at the lowest possible price, he is at liberty to bring the tire back.

Standardize Truck Accessories

Action to standardize various so-called accessories that will be needed for military trucks is being taken by the Truck Standards Committee of the Society of Automotive Engineers in conjunction with representatives of a number of truck makers, and the Quartermaster's Department. Among the things being worked on are the seat scheme, which must accommodate a 30-gallon gasoline tank and a tray for holding the storage battery; towing hooks; bumpers; and development of a standard type of magneto strap.

TRADE GOSSIP

Henry H. Leland and his son, W. C. Leland, respectively president and vice-president of the Cadillac Motor Car Co., Detroit, have resigned from the company, and will devote their time to war problems. It is probable their work will be connected with aviation. The present Cadillac organization will, of course, continue to carry on work, but under the direction of R. H. Collins, it is understood, who will be general manager.

William Guy Wall, vice-president and chief engineer of the National Motor Car & Vehicle Corp., Indianapolis, Ind., has been selected by the War Department to assume charge of designing and production of armored cars and tanks for the army.

R. E. Uptegraff has been appointed designing engineer of the Packard Electric Co., Warren, Ohio. He will be in the transformer department. He will continue his work in the B. Rutherford Co., consulting engineering, in Pittsburgh.

J. A. Coy, manager of the Buffalo branch of the Buick, has been transferred to the Detroit branch, succeeding C. C. Starkweather as manager. J. H. Browning, of the Chicago branch, is taking Mr. Coy's place in Buffalo.

Joseph E. Fields, sales manager of the Hupp Motor Car Co., Detroit, has resigned to become manager of sales, advertising and service of the Liberty Motor Car Co. O. C. Hutchinson, supervisor of branches for the Hupp company, has been promoted to sales managership, succeeding Mr. Fields.

C. H. Larson, head of the Cutting-Larson Co., Oldsmobile distrbuter in New York City, has severed his connection with the Saxon Motor Sales Co., and his interests have been purchased by F. A. Gross, who has been elected president.

Walter H. VanDeusen, director of sales and advertising of the Detroiter Motor Car Co., of Detroit, has resigned.

E. B. Osborn has been elected assistant treasurer of the Selden Truck Sales Co., Rochester, N. Y., assuming some of the duties held by G. C. Gordon, who has been president and treasurer of the company since its organization.

W. R. Tracy, assistant sales manager of the Oakland Motor Car Co., Pontiac, Mich., is going to Cleveland to take over the Ohio territory for the distribution of Oakland cars.

C. W. Miller has been made general manager of the Michigan plant of the Steel Products Co., Cleveland.

B. S. Chamberlain is now traffic manager of the United Motors Co., at Grand Rapids, Mich. He was formerly traffic agent of the Grand Rapids Board of Commerce.

James G. Heaslet, vice-president in charge of engineering for the Studebaker Corp., South Bend, Ind., has retired, but will continue a member of the board of directors, and has been retained in the advisory capacity of consulting engineer. His place as vice-president has been taken by M. F. Wollering, formerly production manager.

Louis Rasmussen, general superintendent of the Wisconsin Aluminum Foundry Co., Manitowoc, Wis., for the last five years, has resigned to accept a position at Marshalltown, Ia.

W. H. Taylor, of Chicago, has been appointed resident manager of the Peoria branch of the U. S. Tire Co., of Peoria.

Clarence Schneider has been appointed superintendent of the Titan Motors Co., of Detroit. He was formerly production manager of the Parker Rust-Proof Co.

E. A. McKee has resigned from the Maxwell Motor Co., Inc., Cleveland, and joined the F. B. Stearns Co. of Cleveland. Mr. McKee will handle Michigan and Indiana territory.

P. W. Hine, formerly manager of the Bridgeport branch of the Locomobile Co. of America, Bridgeport, Conn., has been made assistant sales manager of the main organization. M. A. Pollock succeeds Hine in the branch management.

Sales of the Amazon Rubber Co., Akron, have been placed under the direction of L. J. Myers. Myers brings to his new position a thorough knowledge of the tire business.

George O. Simpson, for the past seven years manager of the Philadelphia branch of the B. F. Goodrich Rubber Co., Kansas City, Mo., has been appointed manager of the Kansas City branch. He succeeds F. A. Oberheu.

G. E. Toole has been appointed in charge of the service organization of the etmore-Quinn Co., of Detroit. Mr. Toole was formerly production manager of the Champion Motors Co., of Fulton, Ill.

E. B. Turrill has resigned from the advertising department of the Saxon Motor Car Corp., of Detroit, to join the American Red Cross ambulance corps. He had been with the Saxon company for three years.

(Continued on page 170)

Orphan Car Dealers

Parts of Orphan Cars are Carried in Stock by the Dealers Listed Below. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

Acme	118
Adams Truck	92
Aerocar	8-9-118
Alco	1-2-64-79-118-120-149
Alden-Sampson	137
Allen-Kingston	64-107
Allis-Chalmers	118
Alpena	64-118
American	3-8-9-24-64-89-92-118-152
American Mors	129
American Truck	9-149
American Voiturette	137
Ames	8
Amplex	64-149-152
Anchor	4
Anhut	9-118
Ardsley	6
Argo	118
Atlantic	118
Atlas	8-11-64-118-149
Autocar	7
Autocrat Defender	152
Babcock	14-64-118
Badger	8-118-130
Barnes	10-118
Benham	64-118
Bergdoll	8-18-64-89-118-148-149-152
Berkshire	8-17-19-118
Berliet	2
Bessemer	44
Black Crow	20-42
Blomstrom	118
Borland	118
Briggs-Detroiter	118
Brintell	118
Browniekar	74
Broc (Electric)	118
Brodesser	118
Brush	48-64-118-137-153-157
Buffalo (Electric)	118
California	25-118
Cameron	26
Carhartt	8-9-64-118
Car Nation	8-9-27-83-118
Cartercar	118-152-153
Carthage	118
Cavac	118
Century	118
Chadwick	30
Chief	34
Cino	69-118
Cinco	118
Clark	3-35-36-97-118
Clark-Carter	44-45-46-56-118
Cleveland	55-61-146-149
Coates Goshen	37-64-104
Colby	133
Colburn	38-57-118
Colley	118
Columbia	40-137-149
Columbus (Electric)	106
Connersville	118
Continental	118-149
Corbin	41-149
Corbitt	118
Correja	8-64-149
Courier	8-118-137-153
Courier-Clermont	137
Crescent	8-109-118
Craig Toledo	39-118
Cricket	118
Crow	8-20-42-118
Croxton	8-9-118
Croxton-Keeton	83-118-149
Cutting	8-70-118
Dart	9-118
Dayton	118
Dearborn-Detroit	77
Deal	9
Deere-Clarke	89
De Luxe	118
De Mot	118
Deschaum	118
De Tamble	3-8-50-18-153
Detroit-Chatum	118
Dolson	8
Dragon	114-118
Duer	33
Durocar	118
Eclipse	141
Economy	154
Edwards	53-118-147
Elk	118
Elmore	8-9-64-118-137-149
E. M. F. 30	138-148-149-152-153
Everett	8-64-137-148-149
Everitt	118-137
Ewing	58-64-118-149
F. A. L.	8-9-83-118
Fawick	145
Findlay	58
Firestone Columbus	8-106-118-154
Flanders	8-118-137-138-148-149-153
Fuller	80
Gaeth	60
Garford	55-61-118-149
G. J. G.	64-118-149
Grabowski	64-118-149
Gramm	61-118
Gramm-Logan	61
Gleason	16
Great Smith	16-134
Great Western	8-66-152
Green Dragon	154
Grout	118-123
Halliday	8-152
Hart-Kraft	113-119
Hassler	163
Havers	63-64-118
Hazard	118
Henderson	3-8-9-23-73-118-152
Henry	8-64-105-118-133
Herreshoff	3-64-89-118
Hewitt	79-149
Holsman	97
Houpt	107
Imperial	8-78
Indiana	118
Jenkins	118
Jewell	43
Johnson	82
Keeton	9-27-84-118
Kelly Springfield	118
Kelsey	11-86
Kermath	118
Kline	118-148-149
Knox	1-149-152
Komet	85
Krall	118
Krit	8-9-87-118-148-150-152-153
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Lenox	8-118-158-159
Lion	3-9-83-89-91-118
Little Four	8-32
Little Six	118
Logan	61-68
Lozier (Old)	114-118-149
L. P. C.	3-9
Luverne (1913)	8-158-159
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Marathon	93-118-149
Marion	3-8-9-64-83-92-94-118-139-149-151
Marron	118
Marquette	118-149
Marvel	118
Mason	56-95-118
Mather	118
Matheson	96-149
Maxwell Briscoe	137-149
Maxwell (Old)	8-118-137-149
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Midland	8-9-83-89-102-118-152
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Miller	8-118
Milwaukee	70
Monarch	118
Mora	64-114-149
Moyer	8-118
Nance	64
Northern	9-118
Northwestern	118
Nyberg	3-8-9-89-92-118
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Oliver	111-118
Omaha	8-118
Only	161
Orient	100
Orson	51-149
Oswald	154
Overholt	133
Owen	118
Packers	118-149
Paige 3-cylinder	118
Palmer Singer	8-51-118-132-133-149
Palmer-Moore	164
Panhard	13-149
Parry	8-112-148-153
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Peabody	118
Penn	8-23-118-149
Pennsylvania	23-29-118-149
Peru	118
Petrel	59
Pierce-Racine	28-115-118
Pioneer	116
Pittsburgh	31
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Pope Toledo	12-149-152-153
Pope Tribune	71
Poss	118-148
Pratt-Elkhart	54
Premier	3
Pungs-Finch	117-118
Queen	9-118
Randolph	9-49-118-121
Rainier	61-118-149
Rapid	118-148
Rayfield	75
R. C. H.	8-24-64-114-118-122-148-149
Reading	65
Reed	3-118
Reliable-Dayton	118
Reliance	118
Republic	124
Ricketts	125
Rider-Lewis	3-9-89-92-118
Royal Tourist	118-128-149
Russell	8-158-159
Sampson	8-118-137-149
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Schacht	8-62-118
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Selden	8-64-118-149-152
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Sommer	135
Southern	118-136
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Staver	8-118-133-148-152
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Stevens-Duryea	144-149-152-165-166-167-168
Stoddart-Dayton	8-48-118-137-148-149-152
Suburban	8-118
Sultan	64-149
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Tourine	64
Tourist	24
Traveler	142
Twombly	52
Trumbull	89
Van	56
Van Dyke	118
Victor Thomas Detroit	5-118-149
Virginian	8
Wagenhalls	126
Wahl	15-70-118
Walters	8
Waltham Orient	100
Warren	8-64-118-148-152
Washington	118
Waverly (Elec.)	92
Wayne	118-152
Welch-Detroit	118-152
Welch-Marquette	110
Welch-Pontiac	118
Whiting	8-32-118
Woodworth	118
Yale	22
Zimmerman	8
Zip	16

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1 Alco Service Co., Phila., Pa.
2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
6 Ardsley Motor Car Co., Yonkers, N. Y.
7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Chicago.
9 Auto Parts Co., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E. 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City, Mo.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
19 Berkshire Motor Co., Pittsfield, Mass.
20 Black Mfg. Co., Chicago, Ill.
21 Boulevard Motor Co., Cambridge, Mass.
22 Brown-Lipe Gear Co., Syracuse.

23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
25 California Auto Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
31 Chester Engineering Co., Chester, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.
34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Corbin Motor Vehicle Co., New Britain, Conn.
42 Crow Motor Car Co., Elkhart, Ind.
43 Croxton Motor Car Co., Washington, Pa.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Waterloo, Iowa.
46 Dauch Mfg. Co., Sandusky, O.
47 Davidson's Repair Shop, N. Y. City.
48 Dayton Auto Parts Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
51 Drenco Mch. Co., N. Y. City.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
53 Edwards Motor Car Co., L. I. City, N. Y.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
57 Erickson & Stalnaker, Denver.
58 Ewing, L. E., Cleveland, O.
59 Filer & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
61 Garford Motor Truck Co., Lima, O.
62 General Auto Repair Co., Cincinnati, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorey & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Peru, Ind.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
75 Holmes Garage, Danville, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City, Mo.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N.Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkes-barre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
108 New Jersey Mchy. Co., Newark, N. J.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pioneer Car Mfg. Co., Oklahoma City, Okla.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
119 Quincy Engine Co., Chambersburg, Pa.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
125 Ricketts Auto Works, Detroit.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
131 Sibley Motor Car Co., Detroit.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka, Kas.
135 Sommer Motor Co., Detroit, Mich.
136 Southern Auto & Equipment Co., Atlanta, Ga.
137 Standard Motor Parts Co., Newcastle, Ind.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich. Ave., Chicago.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha, Wis.
146 Western Motor Car Co., Cleveland.
147 Willys-Overland, Inc., Toledo, O.
148 Auto Parts Co., St. Louis, Mo.
149 Pacific Motor Car Exchange Co., 221 W. 53d St., N. Y. City.
150 Motor Corporation, 1309 Race St., Phila.
151 Automobile Mechanics Corp., 221 W. 53d St., N. Y. City.
152 Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
153 Southern Welding Co., Waco, Texas.
154 Auto Salvage Co., Inc., Kansas City, Mo.
155 Kany, A. S., 251 Boyer St., Dayton, O.
156 Victor Motor Co., York, Pa.
157 Moore & Co., John, 2004 Broadway, N. Y. City.
158 Auto Gear Co., 844 8th Ave., N. Y. City.
159 Auto Gear & Parts Co., Atlanta, Ga.
160 Maxwell Motor Sales Co., Golden Gate Ave., San Francisco, Cal.
161 Loper, G. E., Port Jefferson, N. Y.
162 Smith, G. B., 228 Halsey St., Newark, N. J.
163 Hassler Motor Car Co., Indianapolis, Ind.
164 Moffitt's Sons, B. O., Binghamton, N. Y.
165 Stevens Duryea Service, Inc., 22 W. 61st St., N. Y. City.
166 Stevens Duryea Co., Chicopee Falls, Mass.
167 Frank Co., Paul A., 2349 Michigan Ave., Chicago.
168 Stevens Duryea Co., 72 12th St., San Francisco, Cal.

Amazon Advertising Given to Dealers

The Amazon Rubber Company, at Akron, Ohio, are the originators of a unique line of advertising material, which is furnished to the dealer free of charge. This includes newspaper advertising, outdoor bulletins and circular letters, without charge for either newspaper space or letter postage.

Special road signs, lithographed stationery and business cards, all imprinted with the dealer's name, are furnished. One of the main features of the advertising is the outdoor painted bulletins. This bulletin is 8 by 32 feet long, painted in several colors, and stands for a period of three years. These boards are all erected for the dealer without charge for erection or rental.

List-Prices of all Makes of Tires and Tubes

REVISED MONTHLY

EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S. Non-Skid; G. T. Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when §, in both Clincher and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Acme Rubber Mfg. Co.,	P.	14.50	15.60	†16.50	20.90	†21.70	22.20	23.50	†25.00	†28.00	†29.00	30.30	31.20	32.30	33.40	34.50	†41.20	42.50	43.90	45.10	46.50	47.80	52.50	54.10	55.80	†69.80	†71.70
Trenton, N. J.	Kam Tread N.S.	......	†16.30	......	†22.00	†22.80	23.30	......	......	......	†30.50	31.80	32.80	34.00	......	......	......	d44.50	46.10	47.40	48.80	50.30	55.10	56.90	58.50	......	......
	Dimple Tread N.S.	16.70	17.80	†19.10	24.00	†24.90	25.50	27.10	†28.70	†32.20	†33.40	34.80	36.00	37.20	39.50	39.70	†47.40	48.80	50.50	51.90	53.50	55.00	60.30	62.30	64.10	†80.30	†82.50
	Hemisphere	†18.40	†19.60	......	26.40	......	28.00	29.10	......	......	†36.80	d38.30	39.60	40.80	42.20	†43.70		......	......	57.10	58.80	60.50	†66.40	†68.40	70.60	......	......
April 12 (5000 miles)	G.R.B. Tubes	3.65	3.85	4.15	4.95	5.15	5.45	5.85	6.05	6.05	6.25	6.40	6.65	6.75	6.95	7.15	8.15	8.35	8.45	8.60	8.80	9.05	10.00	10.30	10.55	11.20	11.50
Advance Rubber Co.,	P.	†11.60	†12.20	......	†15.85	†16.70	18.55	†21.65	......	......	†24.30	24.75	25.95	26.50	27.40	28.25	......	†34.60	†35.70	37.35	37.95	39.50	......	†42.65	†45.15	†67.75	......
1717-8th Ave, Brooklyn, N.Y.	N.S.	†12.15	†12.80	......	†16.60	†17.55	19.45	†22.70	......	......	†25.45	26.00	27.15	27.85	28.65	29.65	......	†36.30	†37.55	39.20	39.90	41.45	......	†44.75	†47.40	†71.10	......
April 2	G.T.	2.60	2.70	......	3.05	3.25	3.40	3.60	......	......	3.85	3.95	4.10	4.25	4.40	4.50	......	5.00	5.20	5.40	5.60	5.80	......	6.50	6.85	7.50	......
Ajax Rubber Co.,	P.	c12.40	c13.15	c17.05	§16.90	c17.70	§20.50	§24.50	§26.25	c26.30	§27.50	§28.00	§29.20	§29.70	§31.00	§31.40	......	......	§39.90	§41.40	§41.90	§43.45	d47.70	c47.75	§49.50	......	......
1796 Broadway, N.Y. City	N.S.	c13.90	c14.65	......	c19.40	c20.20	§23.00	§27.00	......	c29.30	§30.50	§31.00	§32.30	§32.70	§34.00	§34.40	d46.20	d47.70	§43.90	§45.40	§45.90	§47.45	§51.70	c51.75	§53.50	c71.25	c72.10
April 2 (5000 miles)	G.T.	3.20	3.00	3.40	3.75	3.85	4.00	4.30	4.50	4.75	4.85	5.05	5.25	5.35	5.50	5.70	6.35	6.35	6.50	6.60	6.85	7.00	8.40	8.50	8.60	9.20	9.35
	R.T.	3.50	3.75	4.00	4.60	4.75	4.90	5.15	5.40	5.75	5.90	6.05	6.25	6.35	6.50	6.70	7.80	7.80	8.05	8.30	8.50	8.75	9.90	10.00	10.15	10.85	11.05
Amazon Rubber Co.,	N.S.	14.10	14.90	......	19.30	......	22.25	......	......	......	29.70	30.25	32.25	32.75	......	......	......	42.50	43.75	45.75	46.35	48.50	56.95	......	59.90	......	76.50
Akron, O. April 2	B.T.	3.15	3.50	......	4.10	......	4.25	4.50	......	......	5.70	5.90	6.15	6.25	6.40	6.50	......	7.20	7.30	7.45	7.65	7.95	8.55	9.00	9.10	9.25	10.50
American Rubber & Tire Co.,	P.	12.50	13.50	......	17.50	18.50	20.45	22.75	......	......	27.45	28.00	30.00	30.50	32.00	33.25	......	41.00	41.50	42.50	43.40	45.00	52.00	54.50	56.00	......	80.00
Akron, O.	N.S.	13.50	14.25	......	18.25	19.25	21.25	24.40	......	......	28.90	29.40	30.70	31.25	32.75	33.50	......	42.00	42.40	43.50	44.40	46.25	53.75	55.75	57.00	......	81.85
April 2	G.T.	3.00	3.25	......	3.60	3.70	3.85	3.95	......	......	4.65	4.80	5.00	5.15	5.30	5.55	......	6.25	6.30	6.40	6.55	6.70	7.65	7.75	7.90	......	9.50
	R.T.	3.25	3.50	......	4.05	4.15	4.25	4.45	......	......	5.40	5.50	5.70	5.80	5.90	6.05	......	7.00	7.10	7.20	7.35	7.65	8.60	8.85	8.95	......	10.20
Anderson Rubber Works	P.	11.60	12.15	15.50	15.70	16.45	18.95	20.85	......	22.15	23.70	25.25	25.95	27.00	28.00	28.65	......	......	34.15	35.65	37.50	38.52	44.20	45.75	47.20	......	......
(Chas. E. Miller),	N.S.	12.15	12.80	16.35	16.55	17.30	19.95	25.20	......	23.20	24.85	26.50	27.25	28.30	29.35	30.10	......	......	35.90	37.45	39.35	40.45	46.35	47 95	49.60	......	......
Anderson, Ind.	Ex.-ply P.	14.90	16.00	17.95	19.60	20.25	20.95	22.20	......	27.50	29.10	29.75	31.20	32.00	32.80	33.50	......	......	42.10	44.20	45.10	46.90	47.55	48.30	50.50	......	......
	Ex.-ply N.S.	15.80	17.50	18.95	21.00	21.65	22.25	23.60	......	29.50	31.00	31.65	33.30	34.05	35.55	36.30	......	......	44.60	47.40	48.60	49.60	50.15	50.95	53.25	......	......
	Cord P.	22.75	24.30	25.80	32.75	33.90	35.00	37.25	......	42.40	43.95	45.50	46.70	47.95	49.25	50.30	......	......	53.95	55.25	56.60	57.90	67.10	68.65	70.25	......	......
	Cord N.S.	23.75	24.75	26.15	34.50	35.60	36.75	39.00	......	44.70	46.25	47.80	49.05	50.40	51.70	52.85	......	......	56.65	58.00	59.40	60.80	70.40	72.10	73.75	......	......
	G.T.	3.10	3.25	3.45	3.65	3.80	3.85	4.05	......	5.00	5.10	5.30	5.45	5.55	5.70	5.90	......	......	6.95	7.10	7.25	7.40	8.50	8.60	8.75	......	......
	R.T.	3.65	3.75	4.00	4.30	4.45	4.50	4.80	......	6.00	6.05	6.25	6.40	6.50	6.75	6.90	......	......	8.20	8.40	8.50	8.75	10.00	10.20	10.30	......	......
Apex Tire & Rubber Corp.,	P.	c12.65	c12.30	c16.50	16.00	c16.70	19.35	23.90	......	c26.10	c24.00	25.20	26.00	26.95	30.65	28.70	c36.00	d34.00	35.00	36.10	37.55	38.90	44.25	50.15	47.35	c71.10	c64.35
1834 Broadway, N. Y. City	N.S.	c13.30	c13.00	c17.30	16.85	c17.60	20.35	25.15	......	c27.45	c25.50	26.45	27.50	28.25	32.10	30.15	c37.50	d36.50	37.50	38.50	39.75	41.50	46.55	52.65	49.70	c74.65	c67.70
May 1 (3500 miles)	G.T.	3.30	3.10	3.55	3.60	3.90	4.00	4.80	......	4.85	4.70	4.75	4.90	5.10	5.75	5.40	6.40	6.20	6.25	6.50	6.75	6.90	7.90	8.75	8.10	9.25	9.40
	R.T.	3.65	3.50	3.95	4.10	4.30	4.40	5.20	......	5.30	5.00	5.50	5.60	5.75	6.30	6.20	7.00	7.05	7.20	7.35	7.45	7.60	8.70	9.60	8.95	10.15	10.35
Archer Cord Tire &	Ribbed Tread	......	......	......	......	......	d32.60	......	......	......	......	d41.05	d42.10	d43.20	......	d43.35	......	d47.20	d38.40	d49.55	d50.70	......	d59.85	d61.40	d62.60	......	d75.60
Rubber Co.,	N.S.	......	......	......	......	......	d34.34	......	......	......	......	d42.80	d43.85	d44.95	......	d47.10	......	d48.95	d50.15	d51.30	d52.45	d53.60	d61.60	d63.15	d64.35	......	d77.35
Minneapolis, Minn.	G.T.	......	3.15	......	3.25	......	3.40	......	......	......	......	4.60	4.75	4.85	......	5.10	......	6.00	6.05	6.15	6.25	6.35	7.35	7.50	7.65	......	8.50
April 2 (5000 miles)	R.T.	......	4.15	......	4.25	......	4.40	......	......	......	......	6.00	6.15	6.30	......	6.55	......	7.80	7.85	8.00	8.15	8.20	9.55	9.75	9.95	......	10.80
Armstrong Rubber Co.,	P.	†15.25	†15.70	†17.00	18.45	†19.15	20.50	21.10	......	†25.30	†25.90	26.63	27.25	27.95	28.60	29.25	†36.50	d37.10	37.90	38.60	39.20	40.60	46.00	46.60	48.60	63.25	†64.70
Newark, N.J.	N.S.	†16.85	†17.55	†18.70	20.80	†22.70	23.00	24.60	......	†26.10	†27.10	28.00	29.90	30.40	31.60	31.90	†39.75	d40.80	41.70	43.35	43.85	45.40	51.75	52.30	54.35	75.35	†77.80
	R.T.	3.95	4.18	4.47	4.80	4.95	5.00	5.05	......	5.10	5.25	5.50	5.70	5.85	5.95	6.05	6.80	6.90	7.00	7.15	7.40	7.45	8.35	8.55	8.60	10.45	10.95
	Pure Gum Tubes	4.15	4.40	4.70	5.05	5.20	5.25	5.30	......	5.35	5.50	5.75	6.00	6.15	6.25	6.35	7.15	7.25	7.35	7.50	7.80	7.85	8.80	9.00	9.15	11.00	11.50
Baltimore Rubber Feb.10	P.	17.30	17.70	......	21.50	23.85	25.30	27.50	......	......	29.55	30.40	31.50	32.60	33.85	34.95	......	39.20	40.50	41.75	44.05	45.25	51.10	53.55	55.85	73.95	80.20
Tire Mfg. Co., 6000 m.	Box Vacuum	20.18	21.15	......	26.45	27.30	30.20	32.80	......	......	36.50	37.70	38.80	40.20	41.50	43.80	......	45.45	47.10	49.90	54.20	55.30	61.60	64.00	65.50	81.50	94.80
Orangeville, April 10	Wil-Lox N.S.	......	12.80	......	16.60	17.55	19.45	......	......	......	25.45	......	27.15	27.85	......	......	......	......	......	......	......	......	......	......	......	......	......
Maryland	Tubes	3.25	3.34	......	4.30	4.45	4.60	4.95	......	......	5.45	5.55	5.75	5.95	6.05	6.20	......	7.25	7.45	7.60	7.85	8.10	8.90	9.15	9.45	10.80	11.05
Batavia Rubber Co.,	P. & R.	......	c13.05	......	c16.60	......	d22.70	d25.75	......	......	......	d30.90	*32.45	*33.15	d34.65	q35.20	q41.30	d42.65	*44.00	*46.00	*46.70	q48.75	*57.70	......	*61.10	......	......
Batavia, N.Y.	Security N.S.	13.10	c15.25	......	c19.40	c20.90	d22.70	d25.75	......	......	c30.25	d30.90	*32.45	*33.15	d34.65	q35.20	q41.30	d42.65	*44.00	*46.00	*46.70	q48.75	*57.70	58.50	*61.10	86.65	90.00
April 2	G.T.	2.95	3.05	......	3.45	3.65	3.80	4.10	......	......	4.90	5.05	5.25	5.35	5.45	5.55	6.50	6.60	6.65	6.75	6.90	7.10	8.10	8.25	8.40	9.20	9.45
Beacon Tire Co.,	"Rib Skid"	12.30	12.80	......	16.60	......	19.45	......	......	......	25.45	26.00	27.15	27.85	28.80	29.65	......	......	37.55	39.20	39.90	41.45	44.75	45.50	47.40	......	......
Beacon, N. Y. April 2	R.T.	3.00	3.35	......	4.20	......	4.30	......	......	......	5.30	5.40	5.55	5.70	5.90	6.10	......	......	7.00	7.15	7.35	7.65	8.70	8.85	8.95	......	......
Bergougnan Tire Corp.,	P.	13.40	15.05	......	19.45	20.60	22.70	25.05	......	31.75	27.85	29.60	31.70	33.50	34.25	36.05	47.75	42.95	45.35	45.90	46.35	47.80	53.55	54.70	56.15	82.25	74.85
49 West 64th St., N.Y. City	N.S.	15.05	16.30	......	22.70	23.70	24.90	26.60	......	35.70	31.45	32.60	35.40	36.70	38.40	39.35	53.90	47.65	48.50	49.60	51.10	53.25	58.70	61.40	62.75	93.70	82.70
May	R.T.	3.35	3.40	......	4.00	4.35	4.40	4.70	......	5.95	5.45	5.65	5.95	6.10	6.25	6.45	7.75	7.30	7.40	7.50	7.80	8.00	8.75	9.00	9.15	10.30	10.10
Besaw Tire & Rubber Co., 4000	P.	......	19.50	......	24.50	......	27.00	28.00	......	......	......	35.50	36.75	37.75	39.25	40.25	......	......	45.25	47.75	50.00	......	55.00	56.25	57.50	......	......
Hartville, O. miles	N.S.	......	......	......	28.00	......	30.50	31.75	......	......	39.25	40.25	41.50	43.00	44.00	......	......	......	47.25	49.25	55.00	57.50	62.25	64.75	66.00	......	......
June 1st (3500 miles)	Blackford N.S.	......	c16.20	......	c20.70	c21.50	*24.00	......	......	......	c30.00	d33.00	*34.65	*35.25			......	......	......	*44.00	......	......	......	......	......	......	......
	Blackford G.T.	......	3.65	......	4.15	4.25	4.35	......	......	......	5.50	5.60	5.75	5.95			......	......	......	7.60	......	......	......	......	......	......	......
	Besaw R.T.	......	3.90	......	4.90	5.00	5.10	5.75	......	......	6.15	6.40	6.60	6 [illegible]	7.25	7.35	......	......	8.55	8.75	8.95	9.20	10.30	10.65	10.75	......	......

‡Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x35	5½x38
Boone Tire &	(4000 miles) P.	......	13.05	......	16.90	17.80	19.40	......	......	......	25.85	26.40	27.70	28.35	......	30.10	......	......	37.60	39.35	39.95	......	43.95	......	46.55	......	......
Rubber Co.,	Rib Tread	......	14.45	......	18.75	19.85	21.00	......	......	......	28.70	29.35	30.80	31.40	......	33.45	......	......	41.80	43.65	44.35	......	52.20	......	55.25	......	......
Sycamore, Ill.	(5000 miles) N.S.	......	17.15	......	22.20	23.80	25.85	......	......	......	34.05	34.75	36.80	37.30	......	39.60	......	......	49.50	51.75	52.55	......	61.80	......	65.45	......	......
May 1	G.T.	......	3.05	......	3.50	3.60	3.65	......	......	......	4.80	4.95	5.10	5.20	......	5.45	......	......	6.50	6.60	6.70	......	7.90	......	8.25	......	......
	R.T.	......	4.00	......	4.55	......	4.70	......	......	......	6.25	6.45	6.60	6.75	......	7.05	......	......	8.45	8.60	8.75	......	10.30	......	10.60	......	......
Bowers Rubber Works	(5000 miles) P.	16.85	17.85	......	24.00	25.50	26.95	28.80	......	......	33.50	35.45	37.25	38.20	39.05	40.95	......	......	47.50	49.40	51.26	......	61.55	63.00	64.35	......	90.85
San Francisco, Calif.	(6000 miles) N.S.	18.70	19.65	......	28.30	29.70	31.70	34.55	......	......	37.30	38.80	40.05	41.90	42.90	43.90	......	......	51.25	53.15	56.00	......	67.20	69.65	71.85	......	103.40
June 20	G.T.	......	......	......	......	......	......	......	......	......	......	6.10	......	......	......	......	......	......	7.70	8.10	8.40	......	9.50	9.70	10.00	......	11.75
‡Braender Rubber & Tire Co.,	P.	12.70	12.90	16.45	16.70	17.40	19.35	21.85	......	25.15	25.65	26.10	27.40	28.00	29.70	29.00	37.50	36.40	37.60	39.30	39.95	40.55	44.90	50.80	48.50	75.40	79.75
Rutherford, N.J.	N.S.	14.75	14.95	19.10	19.35	20.20	22.45	25.35	......	29.15	29.75	30.30	31.80	32.50	34.45	33.65	43.40	42.20	43.60	45.60	46.35	47.05	52.10	58.90	56.25	87.45	92.50
April 2	G.T.	3.25	3.40	3.60	4.15	4.25	4.50	4.50	......	5.30	5.40	5.65	5.75	5.85	6.10	6.30	7.00	7.10	7.20	7.35	7.55	7.90	8.90	9.05	9.15	10.00	10.25
	R.T.	3.60	3.70	4.00	4.60	4.70	5.00	5.00	......	5.90	6.00	6.20	6.40	6.60	6.80	7.00	7.80	7.90	8.10	8.20	8.40	8.70	9.80	10.00	10.20	11.00	11.20
Brunswick-Balke-Collender Co.,	P.	c11.90	c12.80	......	c16.50	c17.50	19.00	*21.60	......	......	c25.40	*25.90	*27.20	*27.80	*29.15	*29.55	......	*35.75	*36.95	*38.65	*39.20	*40.85	*44.90	*45.40	*47.55	†90.70	†89.20
Chicago, Ill.	N.S.	c13.95	c14.95	......	c19.25	c20.55	22.25	*25.25	......	......	c29.75	*30.30	*31.85	*32.55	*34.00	*34.55	......	*41.90	*43.20	*45.20	*45.85	*47.85	*56.45	*57.35	*60.00	†92.70	†101.00
April 2	R.T.	3.15	3.35	......	3.85	4.00	4.05	4.20	......	......	5.20	5.30	5.55	5.75	5.90	6.05	......	6.80	7.05	7.20	7.35	7.55	8.50	8.65	8.80	9.20	9.40
Bucyrus Rubber Co.,	P.	11.05	11.85	......	15.35	16.20	17.65	20.00	......	......	23.50	24.00	25.20	25.75	26.90	27.35	......	......	34.20	35.75	36.30	37.85	39.95	......	42.30	......	58.25
Bucyrus, O.	N.S.	12.90	13.85	......	17.95	19.00	20.65	23.40	......	......	27.55	28.00	29.50	30.15	31.50	32.10	......	......	40.10	41.80	42.50	44.30	49.95	50.65	52.90	......	72.80
January 1	G.R.T.	2.90	3.00	......	3.45	3.50	3.55	3.80	......	......	4.75	4.85	5.00	5.10	5.20	5.35	......	......	6.30	6.50	6.65	6.75	7.70	7.90	7.95	......	8.85
Butler Bros.,	Defiance P.	11.80	11.95	......	15.85	16.10	19.35	......	......	......	24.50	25.20	25.95	26.50	......	28.25	......	......	35.50	37.75	38.20	39.30	......	......	45.15	......	......
Chicago, Ill.	Defiance N.S.	13.05	13.25	......	17.45	18.00	20.75	......	......	......	26.40	29.25	28.65	29.85	......	30.65	......	......	38.40	41.55	42.95	44.05	......	......	49.50	......	......
April 2	Arabian Fluted	......	13.80	......	17.70	......	21.60	......	......	......	27.45	28.15	28.95	29.15	......	32.70	......	......	38.35	41.25	42.75	43.30	......	......	28.00	......	......
	Arabian N.S.	......	14.45	......	18.65	......	22.60	......	......	......	28.85	29.55	30.40	30.60	......	34.35	......	......	40.26	43.31	44.85	45.45	......	......	50.40	......	......
	Defiance R.T.	3.00	3.10	......	3.75	3.85	3.95	4.40	......	4.45	4.90	5.00	5.15	5.25	5.35	5.50	......	......	6.40	6.50	6.65	6.80	......	7.70	7.90	......	......
	Defiance G.T.	2.55	2.75	......	3.10	3.20	3.45	3.55	......	4.00	4.25	4.35	4.45	4.55	4.65	4.85	......	......	5.65	5.85	6.05	6.25	......	6.80	6.95	......	......
	Defiance Double Wall T.	2.95	3.50	......	3.90	4.10	4.25	4.40	......	......	5.40	5.65	5.80	5.95	6.20	6.40	......	......	7.40	7.60	7.80	8.00	......	8.75	8.95	......	......
Century Rubber Works	P. & N.S.	......	c12.55	......	c17.10	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Chicago, Ill.	G.T.	2.85	3.00	......	3.75	3.85	4.00	4.30	......	......	4.85	5.00	5.15	5.25	5.45	5.65	......	......	6.45	6.60	6.85	7.10	8.00	8.15	8.30	......	......
April 2 (3500 miles)	R.T.	3.65	3.75	......	4.65	4.80	4.90	5.35	......	......	6.00	6.05	6.15	6.25	6.55	6.65	......	......	8.10	8.25	8.40	8.50	9.65	9.90	10.10	......	......
Columbia Tire & Rubber Co.,	P.	12.40	12.55	15.30	16.30	17.15	18.90	24.70	......	27.05	24.95	25.45	26.65	27.30	32.90	29.05	......	......	36.75	38.40	39.00	40.60	43.85	51.15	46.45	......	......
Columbiana, O.	N.S.	13.05	13.20	16.30	17.10	18.05	19.85	25.85	......	29.70	26.20	26.75	28.00	28.65	34.55	30.45	......	......	38.60	40.30	40.95	42.60	46.00	53.70	48.80	......	......
April 5 (4000 miles)	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55	......	4.95	4.75	4.85	5.00	5.15	5.70	5.50	......	......	6.25	6.45	6.65	6.85	7.80	8.60	8.10	......	......
	R.T.	3.30	3.35	3.80	4.20	[illegible]	4.30	5.05	......	5.50	5.30	5.40	5.55	5.70	6.45	6.10	......	......	7.00	7.15	7.35	7.65	8.70	9.50	8.95	......	......
Combination Rubber Mfg. Co.,	P.	c12.75	c13.70	......	c17.85	c18.85	20.55	§23.25	......	......	c27.35	27.85	29.20	29.85	31.30	31.80	39.20	......	39.75	41.50	42.20	43.90	†46.40	47.15	49.10	q69.35	q70.20
Bloomfield, N.J.	Hold On N.S.	c15.05	c16.05	......	c20.55	c21.55	23.70	§26.85	......	......	c31.35	32.00	33.65	34.26	35.90	36.25	44.15	......	46.75	48.85	49.60	51.60	†57.25	58.10	60.60	q81.50	q84.30
May 1	G.T.	3.00	3.15	......	3.75	3.80	3.90	4.15	......	......	5.00	5.25	5.35	5.50	5.65	5.90	6.55	......	6.75	6.95	7.15	7.25	8.15	8.40	8.55	8.85	9.10
	R.T.	3.30	3.45	......	4.15	4.20	4.35	4.65	......	......	5.50	5.85	5.95	6.10	6.20	6.50	7.20	......	7.50	7.75	8.00	8.10	9.15	9.30	9.45	9.80	10.05
Community Rubber Co.,	P.	12.30	12.10	16.00	15.70	16.35	18.35	21.20	22.55	25.25	23.80	24.25	25.70	26.25	29.65	27.70	......	......	35.00	36.60	37.55	38.70	......	47.30	44.70	......	......
Morrisville, Pa., "Delaware"	N.S.	12.90	12.65	16.75	16.45	17.20	19.25	22.25	23.60	26.45	24.95	25.50	26.90	27.60	31.15	29.05	......	......	36.80	38.40	39.50	40.60	......	49.60	46.95	......	......
June 1	G.T.	3.05	3.00	3.30	3.65	3.70	3.75	4.40	4.65	4.80	4.60	4.70	4.90	5.05	5.60	5.35	......	......	6.05	6.25	6.50	6.70	......	8.35	7.95	......	......
Compression In.TubeCo.,Louisville,Ky.		13.90	15.25	......	16.25	16.75	17.25	17.75	......	......	20.50	21.00	21.50	22.00	......	23.00	......	24.00	25.00	25.75	26.50	27.25	29.00	29.50	30.00	......	......
January 1																											
Continental Rubber Works,	N.S.	......	c14.25	......	c18.50	......	*21.60	......	......	......	c28.25	d28.90	*30.25	*30.95	......	......	......	......	......	*43.60	*44.35	*44.10	......	......	*52.75	......	......
Erie, Pa., "Vitalic"	De Luxe G.T.	3.15	3.26	3.47	3.78	3.89	3.99	4.20	4.36	4.99	5.09	5.25	5.41	5.51	5.67	5.78	7.62	6.72	6.83	6.93	7.09	7.25	8.09	8.19	8.35	9.08	9.29
April 7	De Luxe R.T.	3.52	3.62	3.78	4.36	4.46	4.57	4.83	4.99	5.51	5.62	5.83	5.99	6.09	8.20	6.30	7.40	7.51	7.61	7.72	7.88	8.03	9.24	9.35	9.56	11.13	11.39
(3500 miles)	Black T.	3.94	4.04	4.25	4.94	5.09	5.20	5.57	5.78	6.20	6.41	6.51	6.62	6.72	6.98	7.09	8.30	8.40	8.51	8.66	8.82	8.93	10.13	10.34	10.66	11.66	11.87
Converse Rubber Shoe Co.,	P.	......	†18.35	......	†23.65	......	27.50	......	......	......	31.80	33.00	34.20	35.40	36.45	37.65	......	......	43.50	44.90	46.10	47.35	53.35	55.10	56.50	......	......
Malden, Mass.	N.S.	......	......	......	†25.00	......	32.80	......	......	......	39.15	40.35	41.75	43.25	44.35	45.60	......	......	50.60	53.25	57.25	58.90	65.45	68.05	70.30	......	......
April 10	G.T.	......	3.30	3.75	4.00	4.10	4.20	4.60	......	......	5.30	5.45	5.70	5.90	6.00	6.25	......	......	7.00	7.40	7.75	7.80	8.80	8.85	9.00	9.35	9.75
(6000 miles)	R.T.	......	3.75	4.05	4.45	4.65	4.70	4.95	......	......	5.85	6.00	6.30	6.55	6.70	6.90	......	......	8.00	8.15	8.50	8.70	9.80	10.00	10.15	10.40	10.80
Cortland Tire & Rubber Co.,	"C.C." P.	......	†12.20	......	†15.85	......	18.55	†21.00	......	......	†24.30	24.75	25.95	26.50	†28.00	†28.25	†33.50	†34.60	35.70	37.35	37.95	†39.50	42.65	†44.10	45.15	†60.00	†61.00
Belleville, N.J.	"C.C." N.S.	......	†12.80	......	†16.60	......	19.45	22.10	......	......	†25.45	26.00	27.15	27.85	†29.00	†29.65	†35.00	†36.30	37.55	39.20	39.90	†41.45	44.75	†46.15	47.40	†62.50	†64.00
May 1 (5000 miles)	Reg. P.	......	†17.75	......	†22.25	......	25.00	†28.00	......	......	†30.25	31.50	32.50	33.50	†34.50	†35.50	†40.50	†41.50	43.00	45.00	46.00	†48.00	55.50	†57.00	59.75	†77.00	†80.00
	"Gripper" N.S.	......	†20.40	......	†25.00	......	28.75	†31.00	......	......	†37.00	39.00	40.00	41.00	†42.00	†43.00	†47.00	†48.00	49.00	51.75	55.50	†58.00	65.75	†67.50	69.50	†87.00	†89.00
Cupples Co.,	N.S.	......	c16.00	......	c22.00	......	d26.75	......	......	......	c35.60	d36.25	d38.30	*39.00	......	......	......	......	d52.90	*55.00	q55.60	......	*65.60	......	q68.90	......	......
St. Louis, Mo. July 2	Rhinos T.	......	9.25	......	10.75	......	12.75	......	......	......	14.75	15.00	16.00	17.00	......	......	......	......	18.50	20.00	21.00	......	......	......	25.00	......	......
Dayton Rubber Mfg.	(5000 miles) P.	c19.55	c18.70	......	c22.80	c25.25	26.80	......	......	†40.35	c31.35	d32.55	33.75	34.90	†35.95	37.10	†50.45	......	48.05	44.30	45.65	46.70	†52.95	†54.45	55.80	......	†83.70
Co.,	(6000 miles) N.S.	c23.75	c22.35	......	c27.80	c28.90	32.05	......	......	......	c38.70	d40.00	41.15	42.60	†44.05	46.50	......	......	49.95	52.95	57.50	58.70	†65.45	†67.95	69.55	†86.55	†100'75
Dayton O. April 10	R.T.	3.45	3.55	......	4.55	4.70	4.90	......	......	5.65	5.80	5.90	6.10	6.30	6.40	6.55	7.40	......	7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65
Delion Tire & Rubber Co.,	6000 miles P.	13.65	15.35	17.65	19.75	20.95	23.05	25.45	30.15	32.30	28.30	30.15	32.25	34.05	34.85	36.70	48.55	43.65	46.15	46.70	47.20	48.60	54.45	55.65	57.15	83.65	76.20
Trenton, N.J.	N.S.	15.35	16.60	19.10	23.05	24.10	25.35	27.05	35.70	36.35	32.00	33.50	36.05	37.25	39.00	40.05	54.85	48.50	49.35	50.50	52.05	54.20	59.70	61.45	63.85	95.30	84.25
(7500 miles)	Delion Cord	......	......	......	32.75	......	35.00	37.25	......	......	43.00	44.50	45.70	46.90	......	......	50.15	51.40	52.75	54.05	55.35	......	65.65	......	68.75	......	83.35
April 15	A1 R.T.	3.40	3.50	3.90	4.15	4.45	4.55	4.85	5.10	6.10	5.60	5.80	6.10	6.25	6.40	6.60	7.95	7.50	7.60	7.75	8.00	8.20	9.00	9.25	9.45	10.55	10.50
Diamond Rubber Co.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	23.00	25.75	24.30	24.75	25.95	26.50	30.25	28.25	37.00	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	67.75	61.20
Akron, O.	Squeegee N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	24.10	27.00	25.45	26.00	27.15	27.85	31.80	29.65	38.90	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	71.10	64.25
(see also Goodrich & Co. B.F.)	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	9.25	9.45
April 2	R.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.05	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	10.30	10.50
Double Fabric Tire Co.,	Xtra-Pli.	c14.85	c15.85	......	c20.60	c22.15	*23.70	......	......	......	c29.90	d32.25	*33.90	*34.60	......	*36.85	......	......	*43.75	*45.35	*46.80	*49.05	*57.45	......	*60.75	......	......
Auburn, Ind.	Duo Cord	c15.95	c16.95	......	23.25	24.50	*25.60	......	......	......	c31.95	d35.70	*37.35	*38.35	......	*40.35	......	......	*47.70	*48.75	*50.25	*51.65	*60.75	......	*63.85	......	......
April 25	Anti-Pinch T.	3.50	3.65	......	4.20	4.25	4.30	4.60	4.95	......	5.80	5.90	6.10	6.20	6.40	6.55	......	......	7.75	7.90	8.10	8.25	9.45	9.60	9.80	10.45	......
(4000 miles)	Brasil G.T.	3.15	3.35	......	3.80	3.85	4.05	4.15	4.35	......	5.15	5.35	5.45	5.55	5.80	5.90	......	......	7.05	7.15	7.25	7.35	8.55	8.65	8.85	9.35	......
Dreadnought Tire & Rubber Co.,	P.	......	13.85	......	17.95	c19.10	20.55	26.10	......	......	c27.45	*28.50	*29.60	*29.95	31.45	†32.90	......	38.75	*39.85	*41.65	*42.30	*44.50	*46.60	47.25	*49.35	65.85	68.00
Baltimore, Md.	N.S.	......	16.35	......	20.50	c21.60	23.75	29.60	......	......	c31.55	*32.10	*33.75	*34.45	35.95	†36.35	......	44.15	*44.75	*46.75	*47.50	*49.70	*54.60	55.70	*57.75	74.25	76.00
April 10 (5000 miles)	R.T.	......	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	10.45	10.80

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Dry Climate Tire & Rubber Co., Arvada, Colo.	P.	13.80	11.85	......	15.85	18.75	21.10	22.90	24.60	26.40	24.60	25.50	26.50	27.40	28.20	29.10	35.20	32.00	33.65	34.75	35.70	36.70	41.50	42.60	43.70	57.00	58.20
	N.S.	15.00	15.00	......	17.95	22.00	23.10	25.05	......	......	27.90	28.90	29.70	30.80	31.50	32.45	......	34.80	36.00	37.10	40.20	41.10	45.75	46.80	50.00	62.50	64.50
	G.T.	2.75	2.85	3.00	3.65	3.80	3.95	4.45	4.50	4.55	4.65	4.75	4.90	5.05	5.15	5.25	5.95	6.15	6.35	6.45	6.05	6.90	7.55	7.75	8.00	9.15	9.35
	R.T.	3.05	3.15	3.40	4.05	4.20	4.50	4.70	4.95	5.05	5.15	5.25	5.45	5.65	5.75	5.85	6.60	6.80	7.05	7.20	7.45	7.70	8.45	8.65	8.90	10.20	10.40
Dunlop Tire Sales Co., New York May 1	Cross Groove	......	22.95	......	28.55	30.20	32.15	34.60	36.50	......	38.55	42.10	44.30	46.40	48.60	51.80	52.35	53.35	54.35	57.70	58.30	60.40	64.35	67.05	69.70	78.50	... :
	Traction N.S.	......	25.00	......	33.80	35.55	36.75	39.40	42.50	......	46.25	50.10	53.05	55.50	57.70	59.55	60.15	62.25	64.35	66.45	68.65	70.75	79.50	83.00	84.40	92.85	97.90
	Tubes	4.80	4.85	......	6.15	6.25	6.40	7.20	7.50	......	7.70	8.00	8.25	8.55	9.05	9.05	10.45	10.45	10.70	10.95	11.20	11.50	12.90	13.35	13.35	14.75	15.15
Duplex Tire Co., Inc., 106 W. 52nd St., N. Y. April 2 (5000 miles)	P.	15.00	16.00	17.15	20.85	21.50	21.50	24.15	......	32.65	34.00	34.00	35.15	36.60	38.75	40.00	46.85	48.10	50.00	51.65	53.25	54.70	62.60	64.35	66.15	77.40	79.35
	N.S.	21.40	23.10	25.00	30.65	31.75	32.35	33.40	......	42.25	43.50	45.35	46.95	48.45	51.35	51.90	58.25	58.40	60.15	62.10	63.85	65.70	73.95	75.35	76.55	98.15	99.75
	R.T.	3.95	4.25	4.50	5.65	5.85	6.00	6.30	......	8.00	8.35	8.50	8.85	9.00	9.35	9.55	10.60	10.75	11.05	11.35	11.65	12.10	13.45	13.75	14.25	16.00	16.40
East Palestine Rubber Co., Pittsburgh, Pa., "Nabob"	P.	c17.30	c17.70	......	†21.50	c23.85	25.80	*27.50	......	......	§29.55	*30.40	*31.50	*32.60	*33.85	*34.95	......	*39.20	*40.50	*41.75	*44.05	*45.25	*51.10	*53.55	*53.85	*73.95	q80.20
	N.S.	......	c21.15	......	†26.45	c27.30	30.20	*32.80	......	......	§36.50	*37.70	*38.80	*40.20	*41.50	*43.80	......	*45.45	*47.10	*49.90	*54.20	*55.30	*61.60	*64.00	*65.50	*81.50	q94.80
	R.T.	3.25	3.35	......	4.30	4.45	4.60	4.95	......	......	5 45	5.55	5.75	5.95	6.05	6.20	......	7.25	7.45	7.60	7.85	8.10	8.90	9.15	9.45	10.80	11.05
Ehman Tire & Rubber Co., Chicago, Ill. April 2 (3500 miles)	P.	12.55	12.20	......	15.85	16.70	18.55	21.65	......	......	24.30	24.75	25.95	26.50	30.25	28.25	......	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	......	......
	N.S.	13.15	12.80	......	16.60	17.55	19.45	22.70	......	......	25.45	26.00	27.15	27.85	31.80	29.65	......	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	......	......
	G.T.	3.10	3.05	......	3.75	3.80	3.85	4.55	......	......	4.75	4.85	5.00	5.15	5.80	5.50	......	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	......	......
	R.T.	3.30	3.40	......	4.25	4.35	4.45	4.85	......	......	5.45	5.50	5.60	5.70	5.95	6.05	......	7.30	7.35	7.50	7.65	7.75	8.80	9.00	9.20	......	......
Empire Rubber & Tire Co., Trenton, N.J. April 2	Grey P.	c12.05	c13.80	......	17.40	c18.25	20.15	22.45	23.55	......	26.95	27.35	28.60	29.10	30.30	30.50	......	39.50	39.80	41.40	41.90	43.45	48.80	50.05	51.95	......	......
	Grey N.S.	c14.55	c15.40	......	19.50	c20.35	22.55	25.10	26.35	......	30.10	30.65	32.00	32.55	33.90	34.15	44.30	44.20	44.55	46.40	46.95	48.60	55.40	56.00	58.20	......	......
	Grey Tubes	3.00	3.15	3.30	3.60	3.70	3.75	3.90	4.10	4.80	4.90	5.05	5.15	5.30	5.45	5.60	6.45	6.60	6.65	6.75	6.85	7.05	8.10	8.20	8.40	9.00	9.15
	Red P.	c16.30	c17.30	......	22.65	c23.75	25.95	29.50	31.00	......	34.55	35.20	37.00	37.85	39.60	40.20	......	51.35	50.50	52.70	54.65	55.75	58.85	59.75	62.35	......	......
	Red N.S.	c17.05	c18.20	......	23.75	c25.00	27.35	31.00	32.70	......	36.35	37.10	38.95	39.75	41.70	42.35	52.90	54.05	53.15	55.45	57.60	58.70	62.00	62.90	65.65	......	......
	Red Tubes	3.45	3.65	3.85	4.05	4.20	4.20	4.65	5.15	5.35	5.55	5.65	5.90	6.05	6.20	6.40	7.65	7.80	7.90	8.15	8.35	8.50	9.50	10.00	10.10	10.95	11.10
	Peerless Tubes	4.75	4.95	5.30	6.65	6.85	7.10	7.50	7.85	8.15	8.50	8.70	8.95	9.20	9.45	9.75	11.45	11.65	11.95	12.15	12.55	12.90	13.75	14.10	14.65	17.20	17.65
Endurance Tire & Rubber Co., New Brunswick, N.J. April 6 5000 miles	Ball Bearing N.S.	......	c16.75	......	c21.75	......	d25.00	......	......	......	†33.00	d34.00	*36.25	*38.00	......	......	......	......	d47.25	d49.50	*50.50	......	......	......	*59.50	......	......
	G.T.	3.45	3.60	3.85	4.05	4.20	4.25	4.60	4.80	5.50	5.50	5.60	5.70	5.95	6.15	6.15	7.30	7.30	7.35	7.55	7.70	7.85	9.10	9.30	9.30	10.50	10.65
	R.T.	3.85	3.90	4.35	4.90	5.00	5.10	5.75	6.00	6.15	6.15	6.40	6.60	6.80	6.25	8.35	8.35	8.55	8.55	8.75	8.95	9.20	10.30	10.65	10.65	11.75	12.10
	Durable G.T	3.10	3.20	3.45	3.65	3.75	3.85	4.15	4.30	4.90	4.90	5.10	5.20	5.35	5.55	5.55	6.60	6.60	6.65	6.75	6.90	7.10	8.10	8.40	8.40	9.40	9.55
	Durable R.T.	3.45	3.60	3.85	4.05	4.20	4.25	4.60	4.80	5.50	5.50	5.60	5.70	5.95	6.15	6.15	7.30	7.30	7.35	7.55	7.70	7.85	9.10	9.30	9.30	10.50	10.65
Essex Rubber Co., Trenton, N.J. April 2	G.B.	2.60	2.75	......	3.40	3.50	3.65	3.90	......	......	4.40	4.55	4.70	4.80	4.95	5.15	......	......	5.85	6.00	6.25	6.45	7.30	7.40	7.55	......	......
	R.T.	3.30	3.40	......	4.25	4.35	4.45	4.85	......	......	5.45	5.50	5.60	5.70	5.95	6.05	......	......	7.35	7.50	7.65	7.75	8.80	9.00	9.20	......	......
Eureka Tire Co., Inc., Trenton, N.J. April 15	P.	12.55	12.20	......	15.85	16.70	18.55	21.65	......	25.75	24.30	24.75	25.95	26.50	30.25	28.25	......	......	35.70	37.35	37.95	39.50	42.65	48.25	45.15	......	61.20
	N.S.	13.15	12.80	......	16.60	17.55	19.50	22.70	......	27.00	25.45	26.00	27.20	27.85	31.80	29.65	......	......	3.755	39.20	39.90	41.45	44.80	50.65	47.40	......	64.25
	G.T.	2.90	3.00	......	3.40	3.50	3.60	3.80	......	4.60	4.70	4.85	4.95	5.10	5.20	5.40	......	......	6.35	6.50	6.60	6.70	7.80	7.90	8.00	......	8.70
	R.T.	3.20	3.30	......	3.80	3.90	4.00	4.20	......	5.10	5.20	5.35	5.50	5.70	5.80	5.95	......	......	7.05	7.20	7.35	7.50	8.55	8.75	8.85	......	9.65
Falls Rubber Co., Cuyahoga Falls, O. Ap. 2, 5000 m.	P.	18.50	19.30	......	25.20	26.25	26.95	29.25	......	33.50	34.75	36.20	37.50	38.75	39.85	41.15	46.10	47.45	49.00	50.50	51.70	53.40	61.95	63.65	67.35	......	......
	Ribbed & Neverslip N.S.	21.90	23.00	......	29.90	31.30	32.10	35.00	......	41.30	42.85	44.50	45.75	47.25	48.45	49.95	53.60	56.05	57.00	58.10	60.65	62.00	72.45	73.90	75.60	90.70	91.75
	Pure Gum R.T.	4.35	4.55	......	6.20	6.40	6.55	6.85	......	7.90	8.15	8.35	8.60	8.80	9.00	9.25	10.25	10.50	10.80	11.05	11.35	11.60	12.70	13.00	13.25	14.90	15.55
Faure, A., April 2 153 W. 56th St., N. Y. City	"Never-Skid" N.S.	......	†20.30	......	†26.35	......	......	......	......	......	......	†42.45	43.10	44.10	......	†47.75	†59.00	d57.50	†59.50	62.10	63.50	......	†70.65	†80.30	75.05	......	101.70
	R.T.	......	4.80	......	5.95	......	......	......	......	......	......	7.95	8.15	8.40	......	9.00	10.55	10.05	10.25	10.45	10.80	......	13.20	13.90	13.20	......	15.40
Federal Rubber Co., Cudahy, Wis. April 5	P.	c13.00	c12.65	......	c16.40	c17.35	19.20	*22.45	......	......	c25.15	*25.65	*26.90	*27.45	*31.30	*29.25	......	d35.80	*36.95	*38.65	*39.25	*40.85	*44.10	q49.95	*46.75	......	......
	Traffik	c13.60	c13.25	......	c17.20	c18.15	20.15	*23.50	......	......	c26.35	*26.95	*28.10	*28.80	*32.90	*30.70	......	d37.55	*38.90	*40.60	*41.25	*42.90	*46.30	q52.45	*49.05	......	......
	Rugged	c15.30	c14.90	......	c19.35	......	22.65	*26.40	......	......	c29.65	d30.30	*31.60	*32.45	d37.00	*34.55	......	d42.25	*43.75	*45.65	*46.40	*48.30	*52.10	q58.95	*55.20	......	......
	G.T.	3.10	3.05	......	3.75	3.80	3.95	4.70	......	......	4.85	5.05	5.05	5.30	5.65	5.65	......	6.35	6.55	6.55	6.80	7.05	8.00	8.30	8.30	......	......
	"Red Skin" T.	3.70	3.45	......	4.35	4.40	4.55	5.45	......	......	5.55	5.80	5.80	6.10	6.55	6.55	......	7.25	7.50	7.50	7.85	8.10	9.20	9.50	9.50	......	......
Fellsen Tires, Inc., New York City June 1 (6000 miles)	P.	16.40	18.20	......	23.70	26.20	26.95	29.30	......	30.00	32.10	32.90	34.05	35.65	36.05	36.85	42.61	43.70	44.80	46.60	4.765	48.70	55.40	57.35	59.40	73.95	75.45
	N.S.	19.50	22.50	......	28.00	29.00	32.00	34.75	......	......	38.75	40.00	41.00	42.50	44.15	46.00	49.00	49.95	50.10	53.00	57.65	58.75	66.50	68.10	69.70	86.70	96.00
	Tubes	3.50	3.65	......	4.50	4.60	4.75	5.00	......	......	5.80	6.05	6.35	6.70	7.00	7.15	7.95	8.05	8.20	8.25	8.50	8.60	9.10	10.05	10.15	11.05	11.50
Firestone Tire & Rubber Co., Akron, O. April 2	P.	12.25	12.75	16.60	16.25	17.75	19.20	21.65	27.25	29.00	25.30	25.75	27.25	27.70	28.75	29.25	42.70	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	75.65	81.15
	N.S.	13.75	14.25	18.85	18.15	19.40	21.45	24.50	31.10	34.10	28.65	29.15	30.80	31.35	33.00	33.55	48.40	42.15	42.50	44.20	44.70	46.40	54.50	55.50	57.35	86.65	92.15
	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	6.60	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	9.20	9.45
	R.T.	3.30	3.40	3.85	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	7.70	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	10.45	10.80
Fisk Rubber Co., Chicopee Falls, Mass. April 2	P.	c12.55	c12.20	c16.30	15.85	c16.70	18.55	21.65	†23.75	†29.85	†24.30	24.75	25.95	26.50	30.25	28.25	......	d34.60	35.70	37.35	37.95	*39.50	*42.65	48.25	45.15	q67.75	......
	N.S.	c13.15	c12.80	......	16.60	c17.55	19.45	22.70	......	30.85	†25.45	26.00	27.15	27.85	31.80	29.65	d38.90	d36.30	37.55	39.20	39.90	*41.45	*44.75	50.65	47.40	q71.10	......
	Red Top N.S.	......	c16.65	......	20.80	21.95	24.30	......	......	......	†30.60	31.25	32.60	33.40	......	35.60	d46.65	d43.55	45.10	47.10	47.85	*49.80	*53.75	60.80	56.85	......	q77.10
	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.75	4.75	4.95	4.95	5.15	5.50	5.50	6.15	6.15	6.40	6.40	6.65	6.90	7.80	8.10	8.10	9.25	9.45
	R.T.	......	3.45	......	4.30	......	4.40	5.20	......	5.45	5.45	5.70	5.70	5.95	6.35	6.35	7.10	7.10	7.30	7.30	7.65	7.90	8.95	9.30	9.30	......	10.90
General Tire & Rubber Co., Akron, O. March 31 (5000 miles)	P.	c14.75	c15.35	......	c19.15	22.20	23.80	*27.05	......	......	c31.10	*31.55	*33.45	*34.05	*35.30	*35.80	......	*42.50	*48.90	*46.00	*46.55	*48.60	*57.65	q58.80	*59.60	......	......
	N.S.	c16.70	c17.75	......	c22.50	c24.25	26.75	*30.60	......	......	c35.15	*35.80	*37.85	*38.55	*40.55	*41.20	......	*49.70	*51.10	*53.75	*54.55	*56.85	*64.75	q66.15	*67.05	......	......
	G.T.	3.05	3.10	3.55	3.70	3.90	4.05	4.30	......	......	5.00	5.25	5.45	5.60	5.80	5.90	......	6.90	7.00	7.20	7.55	7.70	8.30	8.50	8.75	......	10.20
	R.T.	3.85	4.00	4.60	4.85	4.90	5.10	5.40	......	......	6.40	6.60	6.90	7.00	7.35	7.50	......	8.35	8.50	8.70	9.00	9.20	10.25	10.30	10.55	......	12.55
Giant Tire Co., Akron, O.	N.S.	......	c7.60	......	c9.55	......	*10.95	......	......	......	......	......	*13.70	*14.10	......	*14.85	......	......	*17.45	*18.10	*19.20	......	......	......	*23.35	......	......
	G.T.	......	1.95	......	2.20	......	2.35	......	......	......	......	......	3.25	3.35	......	3.50	......	......	4.15	4.25	4.35	......	......	......	5.20	......	......
Gillette Rubber Co., Eau Claire, Wis., "Gillette Safety" April 1	P.	13.55	12.60	......	16.80	......	19.20	21.70	......	......	25.65	26.10	27.30	27.75	30.55	29.30	......	......	37.65	39.35	39.95	......	46.10	51.15	47.60	......	......
	N.S.	......	14.20	......	19.40	......	21.90	24.50	......	......	28.65	29.15	30.80	31.35	33.00	33.55	......	......	42.55	44.25	44.75	......	52.58	52.60	55.50	......	......
	G.T.	2.75	3.00	......	3.75	......	4.00	4.30	......	......	4.85	5.00	5.15	5.25	5.45	5.65	......	......	6.45	6.60	6.85	......	8.00	8.15	8.30	......	......
	R.T.	......	3.70	......	4.65	......	4.90	5.35	......	......	6.00	6.05	6.15	6.30	6.55	6.55	......	......	8.10	8.25	8.40	......	9.65	9.90	10.00	......	......
	Cord P.	......	......	......	32.00	......	34.20	36.40	......	......	42.00	43.50	44.65	45.85	......	......	49.00	50.25	51.60	52.85	54.10	......	64.20	......	67.20	......	......
	Cord N.S.	......	......	......	36.05	......	38.50	41.00	......	......	47.30	48.95	50.25	51.60	......	......	55.15	56.55	58.05	59.45	60.90	......	72.20	......	75.65	......	......
Globe Rubber Tire Mfg.Co., Trenton, N.J. April 2	(5000 miles). P	18.50	†18.20	†22.95	23.70	†26.20	26.95	29.30	......	†33.85	†32.10	32.45	34.05	35.65	35.65	36.85	†45.85	d42.40	43.95	45.30	46.60	47.90	53.75	55.55	56.85	†73.95	†75.45
	Good Grip (6000 miles) N.S.	†20.80	†20.70	†25.45	26.20	†28.60	30.20	33.75	......	†37.30	†35.45	36.05	37.65	38.35	39.90	40.25	†50.00	d47.25	49.35	52.25	55.40	57.30	61.85	63.15	67.55	†84.35	†90.45
	R.T.	3.25	3.40	3.65	3.95	4.15	4.20	4.40	......	5.45	5.55	5.70	5.90	6.05	6.15	6.35	7.20	7.30	7.45	7.55	7.75	7.90	8.85	9.10	9.20	10.25	10.40
	G.T.	2.85	3.05	3.25	3.60	3.65	3.70	3.90	......	4.80	4.95	5.05	5.25	5.35	5.50	5.60	6.40	6.50	6.60	6.70	6.90	7.00	7.90	8.05	8.20	9.10	9.30

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Goodrich Co., B. F.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	23.00	25.75	24.30	24.75	25.95	26.50	30.25	28.25	37.00	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	67.75	61.20
Akron, O.	N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	24.10	27.00	25.45	26.00	27.15	27.85	31.80	29.65	38.90	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	71.10	64.25
April 2	R.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	9.25	9.45
	B.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.50	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	10.30	10.50
	Straightside Silvertown Ribbed Tread	......	......	......	......	......	34.20	......	......	......	......	43.50	44.65	45.85	......	......	49.00	50.25	51.60	52.85	54.10	......	64.20	......	67.20	......	81.50
	Q. D. Silvertown Ribbed Tread	......	......	......	......	......	35.75	......	......	......	......	45.50	46.70	47.95	......	50.30	51.25	52.55	53.95	55.25	56.90	57.90	67.10	68.65	70.25	......	85.20
	Straightside Silvertown Safety Tread	......	......	......	......	......	35.90	......	......	......	......	45.70	46.90	48.20	......	......	51.50	52.80	54.20	55.50	56.80	......	67.40	......	70.55	......	85.60
	Q. D. Silvertown Safety Tread	......	......	......	......	......	37.55	......	......	......	......	47.80	49.05	50.35	......	......	53.85	55.20	56.65	......	59.30	......	70.45	......	73.75	......	89.45
Goodyear Tire & Rubber Co.,	P.	c12.10	c13.05	c16.60	§16.60	c17.80	19.40	*22.00	......	......	§25.85	26.40	27.70	28.35	*29.65	30.10	d35.30	d36.40	37.60	*39.35	39.95	*41.65	*46.15	46.85	*48.90	d75.55	......
Akron, O.	All Weather N.S.	c14.20	c15.25	c19.40	§19.40	c20.90	22.70	*25.75	......	......	§30.25	30.90	32.45	33.15	*34.65	35.20	d41.30	d42.65	44.00	*46.00	46.70	*48.75	*57.70	58.50	*61.10	d94.45	......
April 2	Regular Tubes	2.95	3.05	3.25	3.45	3.65	3.80	4.10	......	......	4.90	5.05	5.25	5.35	5.45	5.55	6.50	6.60	6.65	6.75	6.90	7.10	8.10	8.25	8.40	......	......
	Heavy Tourist Tubes	......	3.95	......	4.50	......	4.95	5.35	......	......	6.40	6.60	6.75	6.95	......	7.20	8.40	......	8.65	8.80	8.95	9.25	10.50	10.75	10.95	11.70	11.90
	Cord Ribbed	......		......	d32.00	......	d34.20	d36.40	......	......	d42.00	d43.50	d44.65	d45.85	......	......	d49.00	d50.25	*51.60	d52.85	*54.10	......	*64.20	......	*67.20	......	*81.50
	Cord N.S.	......		......	d36.05	......	d38.50	d41.00	......	......	d47.30	d48.95	d50.25	d51.60	......	......	d55.15	d56.55	*58.05	d59.45	*60.90	......	*72.20	......	*75.65	......	*91.70
Gordon Tire & Rubber Co.,	P.	......	c14.35	......	c18.35	......	d21.55	......	......	......	c28.45	c29.05	d30.45	d31.20	......	......	......	......	......	d43.60	d43.95	......	50.75	......	c53.80	......	......
Canton, O.	N.S.	c14.20	c15.25	......	c19.40	c20.90	22.70	q25.75	......	......	c30.25	30.90	32.45	33.15	*34.65	35.20	......	d42.65	*44.00	46.00	46.70	*48.75	*57.70	q58.50	61.10	......	......
April 2 (5000 miles)	G.T.	3.40	3.55	......	4.05	4.30	4.45	4.80	......	......	5.75	5.95	6.10	6.25	6.35	6.50	......	7.70	7.80	7.90	8.05	8.35	9.45	9.70	9.85	......	......
	R.T.	3.85	3.95	......	4.50	4.75	4.95	5.35	......	......	6.40	6.60	6.75	6.95	7.05	7.20	......	8.50	8.65	8.80	8.95	9.25	10.50	10.75	10.95	......	......
Great Easton Rubber Co.,	P.	15.85	13.65	......	20.30	22.45	23.10	25.15	......	......	27.50	28.85	30.20	30.60	31.00	32.00	......	d38.40	38.95	40.00	41.00	42.05	47.10	48.65	49.75	......	......
Allentown, Pa.,	N.S.	17.85	17.75	......	22.45	24.55	25.90	28.95	......	......	32.80	33.95	34.30	35.35	36.20	36.95	......	d44.50	46.30	47.60	48.50	49.90	55.65	57.90	59.95	......	......
"Crown"	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
April 2	R.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.50	......	......
Gryphon Rubber & Tire	Ribbed Skid	......	†21.25	......	†26.50	†27.50	30.50	......	......	......	†36.75	38.00	39.25	40.50	42.00	44.50	......		47.75	50.75	55.25	56.50	63.00	65.50	67.00	......	......
Co., New York City	N.S.	......	†22.25	......	†28.00	†29.00	32.00	......	......	......	†38.75	40.00	41.25	42.50	44.00	46.50	......	......	50.00	53.00	57.50	58.75	65.50	68.00	69.50	......	......
June 25 (6000 miles)	G.T. & R.T.	......	3.50	......	4.50	4.75	5.00	5.25	......	......	5.50	5.75	6.00	6.25	6.50	6.75	......	7.50	7.75	8.00	8.25	8.50	9.25	9.50	9.75	......	......
Hamilton Rubber Mfg.	April 24 N.S.	13.45	14.40	......	18.65	19.65	21.40	24.20	25.60	27.10	28.60	29.15	30.60	31.25	32.80	33.35	......	39.80	41.60	43.45	44.10	45.95	52.85	53.65	55.75	......	70.80
Co., Trenton, N.J.	Pure Gum T.	2.85	2.90	......	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	......	......	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	9.45
Apr. 24 (5000 m.)	PerfectionPinkT.	3.30	3.40	......	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	10.80
Hardman Tire & Rubber Co.,	P.	......	18.00	19.00	22.50	24.00	25.75	28.00	......	......	31.00	32.00	35.00	37.00	38.00	40.00	42.00	43.50	45.00	47.00	49.00	51.00	54.50	56.00	58.00	77.00	80.00
Belleville, N.J.	(5000 miles) N.S.	......	21.25	24.35	26.75	27.50	30.00	32.50	......	......	37.00	39.00	40.25	41.50	42.50	44.00	46.00	47.50	49.75	53.00	56.75	58.00	64.50	67.00	69.00	86.00	91.00
May 1	R.T.	......	3.95	4.35	5.00	5.10	5.25	5.85	......	......	6.80	6.50	6.75	6.95	7.30	7.40	8.40	8.50	8.70	8.90	9.20	9.35	10.45	10.75	10.90	12.50	12.75
	P.	......	13.75	......	18.50	19.50	20.75	23.50	......	......	25.25	26.75	28.50	29.50	31.75	33.25	38.50	39.50	41.00	42.00	43.75	45.50	49.25	51.00	53.00	......	......
	Junior (3500 miles) N.S.	......	15.00	......	19.50	20.50	22.00	25.00	......	......	27.00	28.00	29.50	31.00	33.00	34.50	40.00	41.00	42.50	43.50	45.00	47.00	51.00	52.75	55.00	......	......
	G.T.	......	3.75	......	4.30	4.40	4.50	4.85	......	......	5.75	5.85	6.00	6.20	6.40	6.45	7.55	7.60	7.70	7.85	8.05	8.20	9.35	9.50	9.60	......	......
Hawkeye Tire	3500 miles Santa Fe P.	12.20	13.15	......	16.70	......	19.50	......	......	......	29.95	26.50	28.00	28.45	......	30.25	......	37.00	37.75	39.40	40.05	41.75	45.80	46.65	48.30	......	......
& Rubber Co.,	Santa Fe N.S.	13.45	14.45	......	18.70	......	21.50	......	......	......	28.65	29.20	30.75	31.40	......	33.35	......	41.35	42.35	44.10	44.55	46.20	52.50	53.25	55.15	......	......
Des Moines, Ia.	6000 mls. Hawkeye N.S.	17.70	19.05	......	24.15	......	27.95	......	......	......	37.00	37.75	39.80	40.55	......	42.35	......	48.55	49.60	52.70	58.35	62.70	66.55	68.60	71.60	......	......
	G.T.	2.80	2.90	......	3.45	3.50	3.55	3.80	......	......	4.80	4.90	5.05	5.20	5.35	5.45	......	6.40	6.45	6.55	6.65	6.75	7.70	7.80	8.00	......	......
	R.T.	3.25	3.35	......	3.85	4.30	4.05	4.25	......	......	5.40	5.50	5.75	5.90	6.00	6.10	......	7.15	7.20	7.30	7.50	7.70	8.60	8.80	8.90	......	......
Hendrie Rubber Co., W.C.	P.	14.65	15.65	16.35	18.10	19.35	20.25	22.70	......	26.35	26.85	27.85	28.50	29.15	30.15	30.35	37.00	37.70	38.30	39.80	40.30	41.70	47.60	48.65	51.60	63.25	65.65
Torrance, Cal.	Inset N.S.	17.45	18.35	19.35	21.95	22.45	24.30	26.60	......	30.05	31.10	31.90	32.95	33.70	34.60	35.15	42.30	42.95	43.70	46.90	47.55	49.25	56.25	56.75	57.95	71.25	77.50
April 16	California N.S.	20.05	21.05	22.20	25.25	25.75	29.00	30.55	......	34.50	35.75	36.65	37.90	38.75	39.85	40.45	48.65	49.45	50.20	53.90	54.65	56.60	64.65	65.20	66.65	81.95	89.10
	G.T.	3.15	3.30	3.70	3.85	4.00	4.05	4.30	......	5.25	5.35	5.50	5.70	5.85	5.95	6.10	6.95	7.10	7.15	7.25	7.50	7.60	8.55	8.25	8.90	9.80	10.00
	California R.T.	3.95	4.00	4.10	4.80	4.85	4.90	5.20	......	6.10	6.25	6.35	6.50	6.65	6.75	6.90	8.35	8.55	8.75	8.95	9.15	9.35	10.60	10.70	10.90	11.45	11.60
Hercules Tire Co.,	P.	6.80	7.20	......	9.30	9.75	10.70	11.95	......	13.75	14.35	14.60	15.25	15.55	16.35	16.35	......	......	20.80	21.60	21.90	22.70	24.60	24.95	25.85	......	......
1789 Broadway, N.Y.	N.S.	7.20	7.60	......	9.75	10.20	11.20	12.55	......	14.40	15.10	15.35	16.00	16.25	16.95	17.25	......	......	21.85	22.70	32.95	23.80	25.85	26.15	27.15	......	......
Feb. 1 (4000 miles)	Tubes	1.82	1.93	......	2.16	2.23	2.27	2.42	......	2.90	2.97	3.07	3.14	3.23	3.33	3.37	......	......	4.05	4.15	4.17	4.27	4.92	4.97	5.05	......	......
Hood Tire Co.,	P.	c18.80	c19.20	c20.70	25.50	c27.25	28.65	*30.65	......	......	c33.50	34.10	34.75	35.65	36.65	37.65	d50.00	*47.20	49.10	50.35	51.35	*52.50	*62.00	†63.25	64.25	q82.50	q83.25
Watertown, Mass.	Arrow N.S.	c22.50	c23.00	c25.00	29.50	c31.90	33.15	*35.50	......	......	c39.75	40.60	41.70	42.50	44.50	46.75	d55.50	*56.30	56.90	58.10	58.75	*59.75	*68.60	†69.60	70.90	q87.50	q91.50
May 1	Puritan P.	......	c15.20	......	c17.10	c18.50	19.50	*22.00	......	......	c27.50	*28.25	*29.00	*29.65	*30.75	*31.85	......	*36.85	*37.95	*39.35	*40.00	*41.55	*47.30	q48.95	q49.70	......	......
	Puritan N.S.	......	c17.20	......	c19.70	c21.20	22.75	*26.00	......	......	c32.10	*32.50	*32.90	*33.50	*34.25	*35.50	......	*43.45	*44.40	*45.90	*46.50	*47.85	*55.70	q57.40	q58.50	......	......
	Hood T.	3.85	4.00	4.50	4.75	4.90	4.95	5.20	......	5.80	5.90	6.00	6.10	6.25	6.40	6.55	7.65	7.80	7.95	8.10	8.35	8.60	9.45	9.60	9.75	11.20	11.75
	Puritan T.	3.40	3.45	......	4.05	4.20	4.40	4.80	5.20	5.40	5.15	5.25	5.35	5.50	5.90	6.30	6.85	6.95	7.05	7.15	7.25	7.60	8.30	8.45	8.60	10.00	11.00
Howe Rubber Co.,	N.S.	c19.20	c20.20	......	c25.70	......	*29.40	q31.25	......	......	c35.70	*36.80	*37.75	*39.00	q40.50	*42.80	......	d46.25	*48.20	*50.25	*52.80	q54.05	*60.00	q62.50	*63.95	......	......
New Brunswick, N.J.	G.T.	2.75	2.85	3.05	3.25	3.35	3.45	3.60	......	4.35	4.45	4.65	4.75	4.85	4.95	5.10	5.90	6.00	6.05	6.15	6.25	6.45	7.40	7.50	7.65	8.25	8.35
Feb. 1 (5000 miles)	R.T.	3.40	3.45	3.60	4.15	4.20	4.35	4.60	......	5.30	5.40	5.50	5.65	5.75	5.90	6.00	7.30	7.45	7.60	7.85	7.95	8.15	9.25	9.35	9.45	10.00	10.10
Indiana Rubber & Ins. Wire Co.,	P.	12.25	12.75	16.60	16.25	17.75	19.20	21.65	......	......	25.30	25.75	27.25	27.70	28.75	29.25	......	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	......	......
Jonesboro, Ind.	Button & Trac. N.S.	c13.75	§14.25	*18.85	§18.15	§19.40	*21.45	*24.50	......	......	*28.65	§29.15	*30.80	*31.35	*33.50	*33.55	......	*42.15	*42.50	*44.20	*44.70	*46.40	*54.50	*55.50	*57.35	......	......
May 10 (3500 miles)	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	B.T.	3.30	3.40	3.80	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
J. & D. Tire &	Ribbed Tread	......	15.25	......	19.40	......	22.70	......	......	......	30.25	30.90	32.45	33.10	......	......	......	......	44.00	46.00	46.70	......	......	......	......	......	......
Rubber Co.,	R. & G.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	9.60
Charlotte, N. C. April 2																											
Kansas City Tire &	Chester P.	†12.25	†12.75	†16.60	†16.25	†17.75	19.20	21.65	†27.25	†29.00	†25.30	25.75	27.25	27.70	†28.75	†29.25	......	......	†37.95	39.30	39.95	†41.55	46.25	†47.05	48.75	......	......
Rubber Corp.,	Chester N.S.	†13.75	†14.25	†18.85	†18.15	†19.40	21.45	24.50	†31.10	†34.10	†28.65	29.15	30.80	31.35	†33.00	†33.55	......	......	†42.50	44.20	44.70	†46.40	54.50	†55.50	57.35	......	......
Chester, W. Va.	"Bull" P.	c12.25	c12.75	......	c16.25	c17.75	19.20	*21.65	......	......	25.30	§25.75	*27.25	*27.70	*28.75	q29.25	......	......	q37.95	*39.30	*39.95	q41.55	*46.25	q47.05	*48.75	......	......
April 2 (4000 miles)	"Bull" N.S.	c13.75	c14.25	......	c18.15	c19.40	21.45	*24.50	......	......	28.65	§29.15	*30.80	*31.35	*33.00	q33.55	......	......	q42.50	*44.20	*44.70	q46.40	*54.50	q55.20	*57.35	......	......
	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	......	......	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	R.T.	3.30	3.40	3.80	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
‡Keaton Tire & Rubber Co.,	P.	......	17.00	......	21.95	......	23.95	......	......	......	29.90	32.15	32.90	34.65	......	37.10	......	42.05	43.20	44.40	45.40	46.55	54.40	55.70	57.20	68.40	70.20
San Francisco, Cal.	N.S.	......	......	......	23.90	......	26.40	......	......	......	34.95	37.30	37.90	39.85	......	42.25	......	47.95	49.55	51.00	52.85	53.85	60.75	62.95	65.10	78.30	80.80
Jan. 1 (5000 miles)	R.T	......	3.55	......	4.20	......	4.40	......	......	......	5.45	5.55	5.70	5.95	......	6.20	......	7.20	7.40	7.60	7.80	7.95	9.20	9.35	9.55	10.50	10.75
Kelly Springfield Tire	(5000 miles) P.	c19.70	c18.85	......	22.90	†25.40	26.90	29.25	†37.80	†40.45	*31.50	32.65	33.90	35.05	36.10	37.20	†50.60	†41.70	43.15	44.45	45.70	46.90	53.05	54.60	55.95	†72.95	†83.80
Co.,	(6000 miles) Driving T.	......	......	......	......	......	......	......	......	......	c38.30	*39.35	*40.45	*41.60	*43.80	*45.95	......	*48.10	*49.90	*52.25	*57.55	*58.60	*65.00	*68.00	*69.25	......	q90.55
New York	(6000 m.) Kant Slip N.S.	c23.90	c22.50	......	c28.15	c29.05	32.15	*34.90	......	......	†38.85	*40.10	*41.30	*42.75	*44.15	*46.60	......	*48.35	*50.10	*53.10	57.65	*58.85	*65.55	68.10	69.70	q86.70	q100.85
April 2	G. & R. Tubes	3.45	3.55	3.80	4.55	4.70	4.90	5.20	5.55	5.65	5.80	5.90	6.10	6.30	6.40	6.55	7.40	7.65	7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65

‡Prices apply only to Pacific States. See Mohawk Rubber Co. for extra prices and Middle West.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Knight Tire &	Blackstone P.	.....	14.25	.....	18.15	19.40	21.45	.....	.....	.....	28.65	29.15	30.80	31.35	.....	33.55	.....	42.15	42.50	44.20	44.70	.....	.....	.....	57.35	.....	.....
Rubber Co.,	Knight P.	.....	20.50	.....	25.40	27.30	28.00	30.40	.....	.....	33.80	34.95	36.00	37.30	.....	39.30	.....	43.10	44.30	45.45	47.45	49.55	55.45	56.60	58.85	.....	.....
Canton, O.	N.S.	.....	22.50	.....	28.15	29.05	32.15	34.90	.....	.....	38.85	40.10	41.30	42.75	.....	46.60	.....	48.35	50.10	53.10	57.65	58.85	65.55	68.10	69.70	86.70	92.85
April 9	Silver King T.	.....	3.10	.....	3.60	3.75	3.80	4.05	.....	.....	4.80	4.95	5.10	5.30	.....	5.55	.....	6.35	6.40	6.60	6.70	6.90	7.75	7.90	8.05	.....	.....
Kokomo Rubber Co.,	P.	c16.20	c16.85	.....	c21.90	.....	§25.30	.....	.....	.....	c33.40	d34.15	*35.80	*36.55	.....	*39.05	.....	.....	*49.30	*51.50	*52.40	*54.50	.....	.....	*62.25	.....	.....
Kokomo, Ind.	N.S.	c17.00	c17.70	.....	c22.90	.....	§26.85	.....	.....	.....	c35.20	d35.95	*37.50	*38.40	.....	*40.95	.....	.....	*51.85	*54.15	*54.90	*59.20	.....	.....	*65.40	.....	.....
May 19	Kokomo G.T.	3.20	3.40	3.60	4.00	4.20	4.25	4.50	4.75	.....	5.25	5.35	5.55	5.70	5.90	6.05	.....	.....	6.90	7.15	7.35	7.60	8.65	9.00	9.25	9.75	.....
(5000 miles)	Standard R.T.	3.60	3.70	3.90	4.50	4.70	4.75	5.00	5.25	.....	5.85	6.00	6.10	6.30	6.60	6.75	.....	.....	7.75	7.90	8.15	8.45	9.60	9.75	10.00	10.80	.....
	Kokomo G.T.	3.85	3.95	4.40	4.75	4.95	5.00	4.55	5.65	.....	6.20	6.30	7.50	6.70	6.90	7.15	.....	.....	8.15	8.40	8.65	8.95	10.15	10.35	10.55	12.05	.....
	Everlaster R.T.	4.20	4.35	4.95	5.35	5.50	5.60	5.85	6.25	.....	6.90	7.00	7.20	7.40	7.65	7.95	.....	.....	9.10	9.30	9.55	9.95	11.30	11.35	11.65	13.40	.....
Lancaster Tire & Rubber Co.,	P.	c12.10	c13.05	.....	16.60	.....	*19.40	.....	.....	.....	c25.85	*26.40	*27.70	*28.35	*29.65	*30.10	.....	.....	*37.60	*39.35	*39.95	*41.65	*46.15	*46.85	*48.90	.....	q66.85
Lancaster,.	Fairfield,Clingstone N.S.	c14.20	c15.25	.....	19.40	.....	*22.70	.....	.....	.....	c30.25	*30.90	*32.45	*33.15	*34.65	*35.20	.....	.....	*44.00	*46.00	*46.70	*48.75	*57.70	*58.50	*61.10	.....	q83.50
April 10	G.T.	2.95	3.05	.....	3.45	.....	3.80	.....	.....	.....	4.90	5.05	5.25	5.35	5.45	5.55	.....	.....	6.65	6.75	6.90	7.10	8.10	8.25	8.40	.....	9.20
(5000 miles)	P.	.....	c18.85	.....	22.90	c25.40	*26.90	.....	.....	.....	c31.50	*32.65	*33.90	35.05	36.10	37.20	.....	.....	43.15	44.45	45.70	*46.90	*53.05	54.60	55.95	q72.95	q83.80
(6000 miles)	Wiregrip N.S.	.....	c22.50	.....	28.15	29.05	*32.15	.....	.....	.....	c38.85	*40.10	*41.30	42.75	44.15	46.60	.....	.....	50.10	53.10	57.65	*58.85	*65.55	68.10	69.70	q86.70	q100.75
	G.T.	3.45	3.55	.....	4.55	4.70	4.90	5.20	.....	.....	5.80	5.90	6.10	6.30	6.40	6.55	.....	.....	7.90	8.05	8.35	8.60	9.45	9.65	10.00	10.65	10.90
Lee Tire & Rubber Co.,	Lee P.	15.45	15.25	17.30	19.25	20.30	21.75	25.50	26.55	28.70	27.25	30.15	31.20	32.30	33.85	34.40	35.35	36.25	37.50	38.25	39.50	40.35	45.60	46.65	48.10	55.60	57.15
Conshohocken, Pa.	Standard N.S.	16.15	16.00	19.45	20.55	21.60	23.70	28.45	30.00	32.35	28.60	32.35	33.40	34.50	37.50	38.30	42.30	42.95	43.95	44.65	46.30	47.00	55.10	55.90	57.90	68.70	70.05
June 1	Puncture P.	24.50	25.65	27.10	30.90	32.10	33.80	37.15	39.30	39.70	39.65	41.40	43.50	44.55	48.05	48.85	48.40	50.10	51.60	58.65	55.50	56.60	63.35	64.80	66.60	74.20	76.25
(5000 miles)	Proof N.S.	26.90	27.80	30.20	32.70	35.15	37.85	40.05	42.50	43.60	43.20	45.40	47.80	48.70	52.65	53.30	55.80	57.30	58.30	61.00	62.70	64.50	73.40	75.40	77.10	87.30	89.10
	G.T.	3.75	3.95	4.15	4.85	5.10	5.25	5.50	5.75	6.10	6.30	6.45	6.60	6.80	7.00	7.20	7.55	7.75	7.95	8.15	8.35	8.60	9.35	9.60	9.85	10.05	10.35
	Velvet R.T.	4.05	4.25	4.45	5.40	5.55	5.70	6.00	6.25	6.65	6.80	7.00	7.20	7.40	7.65	7.80	8.25	8.55	8.75	8.95	9.20	9.45	10.20	10.45	10.75	11.00	11.30
L. & M. Tire Co.,	P.	12.25	12.75	.....	16.25	17.75	19.20	21.65	22.75	24.95	25.30	25.75	27.25	27.70	28.75	29.25	.....	.....	37.95	39.30	39.95	41.55	46.25	47.05	48.75	60.85	64.00
Carrollton, Ohio	N.S.	13.75	14.25	.....	18.50	19.40	21.45	24.50	25.15	27.45	28.65	29.15	30.80	31.35	33.00	33.55	.....	.....	42.50	44.20	44.70	46.40	54.50	55.50	57.35	70.25	71.75
April 25 (4000 miles)	G.T.	3.00	3.20	.....	3.70	3.80	3.90	4.05	4.25	5.00	5.15	5.25	5.45	5.60	5.70	5.85	.....	.....	6.85	7.00	7.15	7.30	8.15	8.35	8.50	9.15	9.45
"L. & M. Buckskin"	R.T	3.55	3.80	.....	4.40	4.55	4.70	4.85	5.10	6.00	6.15	6.30	6.55	6.70	6.85	7.00	.....	.....	8.20	8.35	8.60	8.75	9.80	10.05	10.20	10.95	11.35
McGraw Tire & Rubber	Imperial P.	c12.65	c12.40	c16.50	16.25	c16.90	18.90	21.95	c25.20	c26.35	c24.70	25.40	26.50	27.00	30.65	28.85	c37.00	.....	36.15	37.90	38.50	39.65	43.35	48.30	45.90	.....	.....
Co.,	Pullman N.S.	c13.50	c13.00	.....	16.70	c17.90	19.75	23.45	.....	c27.45	c25.90	26.55	27.65	28.40	32.15	30.10	c39.00	d36.75	38.20	39.60	40.40	41.85	45.50	51.40	48.15	.....	.....
East Palestine, O.	Congress G.T.	3.10	3.05	3.50	3.55	3.85	3.95	4.55	4.70	4.95	4.75	4.85	5.00	5.20	5.70	5.45	6.50	6.30	6.45	6.55	6.70	7.00	8.00	8.50	8.20	.....	.....
April 2 (3500 miles)	R.T.	3.50	3.40	3.80	4.20	4.25	4.35	4.65	4.95	5.35	5.50	5.60	5.85	6.10	6.25	6.35	7.10	7.15	7.30	7.40	7.50	7.75	8.90	9.20	9.00	.....	.....
McLean Tire &	Safety Bar N.S.	12.90	13.85	.....	17.95	.....	20.65	23.40	.....	.....	27.50	28.10	29.50	30.15	.....	32.00	.....	.....	40.00	41.80	42.45	44.30	49.95	50.65	52.90	.....	.....
Rubber Co., East Liverpool, O.	Tubes	2.75	2.85	.....	3.25	.....	3.40	3.60	.....	.....	4.45	4.60	4.75	4.85	.....	5.05	.....	.....	6.05	6.15	6.25	6.45	7.35	7.50	7.65	.....	.....
Jan. 2	"Champion" N.S.	13.15	12.80	.....	16.60	.....	19.45	22.70	.....	.....	25.45	26.00	27.15	27.85	31.80	29.65	.....	.....	37.55	39.20	39.90	41.45	44.75	50.65	47.40	.....	.....
McNaull Tire Co., Toledo, O.	N.S.	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.83	.....	42.69	.....	.....	.....	.....	54.71	.....	58.06	.....	62.42	70.65	74.44	74.44	.....	.....
May 1 (6000 miles)	R.T.	.....	3.90	.....	5.00	.....	5.39	.....	.....	.....	6.38	6.49	6.71	6.93	7.04	7.20	.....	8.42	8.69	8.85	9.18	9.46	10.39	10.61	11.00	12.59	12.81
Marathon Tire & Rubber Co.,	Runner	c17.00	c17.60	.....	c21.90	c22.65	24.40	*25.95	.....	.....	c34.15	*35.30	*36.45	*37.60	*38.80	*39.95	d42.85	.....	*46.85	*48.30	*49.70	*51.15	*56.75	*58.50	*60.30	q75.65	q77.85
Cuyahoga Falls, O.	Angle N.S.	c18.00	c18.60	.....	c23.55	c24.30	26.45	*28.00	.....	.....	c36.50	*37.70	*38.85	*40.00	*41.15	*42.30	d47.30	*49.35	*50.75	*52.20	*53.65	*55.05	*62.90	*64.70	*66.45	q82.05	q84.25
May 14, 1917	Cord Runner Tread	.....	c20.90	.....	c25.90	c27.15	*30.35	.....	.....	.....	c38.80	*41.30	*42.45	*43.60	.....	.....	d51.60	*52.90	*54.30	*55.65	*57.00	.....	*69.10	.....	*72.50	.....	q93.00
(5000 miles)	Cord Angle Tread	.....	c22.10	.....	c27.25	c28.50	*31.70	.....	.....	.....	c39.70	*42.35	*43.60	*44.90	.....	.....	d54.45	*55.80	*57.25	*58.60	*60.00	.....	*72.05	.....	*75.50	.....	q97.50
	G.T.	2.80	3.05	.....	3.75	3.90	4.05	4.40	.....	.....	5.00	5.15	5.35	5.50	5.65	5.85	6.60	6.80	7.05	7.25	7.50	7.70	8.50	8.80	9.05	10.15	10.50
	R.T.	3.10	3.30	.....	4.15	4.30	4.45	4.80	.....	.....	5.55	5.70	5.90	6.05	6.20	6.40	7.45	7.65	7.85	8.10	8.30	8.50	9.50	9.80	10.05	11.25	11.06
Mason Tire & Rubber Co.,	P.	12.25	12.95	.....	16.55	17.75	19.25	21.80	.....	.....	25.30	25.75	27.25	27.70	28.75	29.25	.....	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	.....	.....
Kent, O.	Ribbed	13.50	14.50	.....	18.50	19.95	21.75	24.75	.....	.....	27.45	27.90	29.65	30.10	31.75	32.15	.....	40.45	40.95	42.55	43.15	44.80	51.00	52.70	54.50	.....	.....
	N.S.	14.00	15.00	.....	19.25	20.60	22.55	25.50	.....	.....	28.65	29.15	30.80	31.35	33.00	33.55	.....	42.15	42.50	44.20	44.70	46.40	54.50	55.50	57.35	.....	.....
April 2	G.T.	2.85	2.90	.....	3.45	3.60	3.75	3.95	.....	.....	4.60	4.85	5.05	5.20	5.35	5.45	.....	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	.....	.....
	R.T.	3.30	3.40	.....	4.15	4.25	4.40	4.65	.....	.....	5.50	5.65	5.90	6.15	6.30	6.45	.....	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	.....	.....
Mattson Rubber Co.,	P.	†12.04	†13.15	†14.25	16.43	†17.54	18.65	19.73	.....	†21.90	23.02	24.10	25.20	26.30	27.41	28.49	.....	.....	31.28	32.35	33.41	34.52	†38.24	39.42	40.55	.....	.....
Lodi, N.J.	N.S.	†12.64	†13.79	†14.96	17.25	†18.41	19.56	20.71	.....	†23.00	24.16	25.31	26.46	27.62	28.77	29.91	.....	.....	32.79	33.97	35.08	36.25	†40.26	41.42	42.58	.....	.....
	Grey Tubes	3.00	3.05	3.35	3.65	3.75	4.00	4.05	.....	4.20	4.55	4.80	5.00	5.15	5.15	5.20	.....	.....	5.35	5.50	5.95	6.30	6.50	6.65	6.90	.....	.....
Michelin Tire Co.,	P.	c13.60	c14.20	.....	c20.50	.....	21.70	*23.05	.....	.....	.....	*29.25	*29.90	30.50	q32.00	*33.20	c36.85	.....	†39.30	*41.10	*42.25	q43.45	q48.00	q49.45	*50.20	.....	c59.90
Milltown, N.J.	Universal	.....	.....	.....	c20.70	.....	d23.10	d24.60	.....	.....	c29.15	*31.35	*32.20	*32.75	q33.55	*35.50	.....	.....	*43.30	*45.55	*46.50	q48.10	*53.10	q54.35	*55.00	.....	.....
April 2	Tubes	3.30	3.50	.....	3.95	3.50	4.10	4.50	.....	5.10	4.80	5.40	4.95	5.80	5.30	6.15	7.25	.....	7.60	6.80	8.00	7.25	9.35	9.45	9.60	10.50	10.50
Mohawk Rubber Co.,	P.	c16.85	c17.70	.....	21.60	c23.90	25.25	*27.60	.....	.....	c31.80	*32.85	33.80	35.00	*36.20	38.20	.....	*41.15	43.05	44.85	47.35	*48.40	*53.70	†55.80	57.10	q71.05	.....
Akron, O.	Ribbed	.....	c19.00	.....	c23.35	.....	d27.30	.....	.....	.....	c34.60	d35.70	d36.75	*37.85	.....	.....	.....	.....	*46.50	d48.45	*51.25	.....	*58.40	.....	*61.60	.....	.....
April 2	N.S.	c20.30	c21.35	.....	27.00	c28.00	31.00	*33.80	.....	.....	c37.45	38.80	39.80	41.30	*42.70	45.15	.....	*48.65	50.80	53.00	55.65	*57.00	*63.30	†66.00	67.50	q83.80	q87.00
	R.T.	3.40	3.55	.....	4.55	4.70	4.90	5.20	.....	.....	5.75	5.85	6.10	6.25	6.35	6.55	7.35	7.65	7.85	8.00	8.25	8.60	9.35	9.65	9.95	11.40	11.60
	Keaton N.S.	.....	.....	.....	c28.40	.....	d32.70	.....	.....	.....	c39.45	d40.85	d41.95	d43.50	.....	.....	.....	.....	*54.00	d55.00	*58.00	.....	*67.00	.....	*70.25	.....	.....
Mutual Tire & Rubber	(4500 miles) P.	c15.35	c16.50	.....	c21.50	c22.70	24.70	§27.95	.....	.....	c32.85	33.45	35.05	35.90	37.60	38.25	†42.80	.....	43.45	45.35	48.35	50.30	53.25	54.00	56.35	q75.70	q76.70
Co.,	(5500 miles) N.S.	c18.10	c19.35	.....	c24.70	c25.95	28.50	§32.25	.....	.....	c37.75	38.45	40.45	41.20	43.15	43.55	†48.20	.....	51.00	53.30	56.80	58.60	65.55	66.50	69.45	q88.95	q91.95
New York City June 11	Red Tubes	4.00	4.10	.....	5.00	5.05	5.25	5.50	.....	.....	6.50	6.75	6.85	7.00	7.20	7.40	8.75	.....	9.10	9.35	9.55	9.75	11.00	11.20	11.35	12.00	12.10
National Rubber Co.,	N.S.	.....	c17.60	.....	c22.00	.....	*28.00	*32.00	.....	.....	c33.35	*34.65	*36.00	*37.35	.....	*40.00	.....	d50.65	*50.65	*52.00	*53.35	*56.00	*65.35	*66.65	*66.65	.....	.....
Pottstown, Pa., "Speedway"	Tubes	4.08	4.20	.....	5.40	5.64	5.82	6.18	6.60	6.72	6.84	7.02	7.26	7.44	7.62	7.80	.....	9.24	9.36	9.60	9.90	10.26	11.22	11.46	11.88	13.62	13.86
May 1 (5000 miles)																											
National Tire & 3500	"Capital" P.	c12.65	c12.40	.....	c16.25	c16.90	18.90	*21.95	.....	*26.35	24.70	*25.40	26.50	*27.00	*30.65	*28.85	.....	.....	*36.15	*37.90	*38.50	*39.65	*43.35	q48.30	q45.90	.....	.....
Rubber Co., miles	"Capital" N.S.	c13.50	c13.00	.....	c16.70	c17.90	19.75	*23.45	.....	*27.45	25.90	*26.55	27.65	*28.40	*32.15	*30.10	.....	.....	*38.20	*39.60	*40.40	*41.85	*45.50	q51.40	q48.15	.....	.....
East Palestine, O.	"Record" N.S.	.....	c13.00	.....	c16.70	.....	d19.75	.....	.....	.....	c25.90	q26.55	*27.65	*28.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April 2	"Highway" N.S.	c13.50	c13.00	.....	c16.70	.....	*19.75	.....	.....	.....	c25.90	d26.55	*27.65	*28.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"Paragum" G.T.	3.10	3.05	3.50	3.55	3.85	3.95	4.55	4.70	4.95	4.75	4.85	5.00	5.20	5.70	5.45	.....	.....	6.45	6.55	6.70	7.00	8.00	8.50	8.20	.....	.....
	"Redman" T.	3.50	3.40	3.80	4.20	4.25	4.35	4.65	4.95	5.35	5.50	5.60	5.85	6.10	6.25	6.35	.....	.....	7.30	7.40	7.50	7.75	8.90	9.20	9.00	.....	.....
National Tire Co.,	P.	†11.10	†10.80	†14.40	13.95	†14.60	16.85	20.80	.....	.....	†20.60	21.95	22.55	23.45	26.60	24.90	.....	.....	29.70	31.00	32.60	33.50	38.40	43.45	41.05	.....	.....
Trenton, N.J.	N.S.	†11.65	†11.35	†15.10	14.70	†15.35	17.70	21.85	.....	.....	†21.60	23.05	23.70	24.60	28.00	26.15	.....	.....	31.20	32.55	34.20	35.15	40.80	45.60	43.10	.....	.....
	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	.....	.....	3.85	3.95	4.10	4.25	4.80	4.50	.....	.....	5.20	5.40	5.60	5.80	6.55	7.35	6.85	.....	.....
	R.T.	3.15	3.00	3.40	3.35	3.60	3.75	4.40	.....	.....	4.25	4.35	4.50	4.70	5.30	4.95	.....	.....	5.70	5.95	6.15	6.40	7.20	8.10	7.55	.....	.....
Needham Tire Co.,	P.	c12.00	c13.00	.....	16.50	17.50	*19.25	*21.65	.....	.....	25.75	*26.35	*27.65	*28.15	*29.30	*29.75	.....	*36.25	*37.50	*39.20	*39.70	*41.20	*44.60	*45.20	*46.90	q64.95	q66.55
Charles River, Mass.	N.S.	.....	.....	.....	19.00	19.90	22.10	*24.75	.....	.....	29.85	*30.30	*31.70	*32.25	*33.60	*34.05	.....	*42.30	*43.20	*44.95	*4.545	*47.20	*51.10	*51.75	*53.75	q74.40	q76.25
April 2 (3500 miles)	T.	2.80	2.90	.....	3.30	3.40	3.45	3.60	.....	.....	4.55	4.70	4.85	4.95	5.05	5.15	.....	6.10	6.20	6.30	6.40	6.60	7.55	7.70	7.85	8.45	8.55

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Newcastle Rubber Co.,	5000 P.	.....	14.45	.....	18.90	21.10	21.65	23.50	.....	.....	25.30	26.25	27.20	28.15	29.00	29.95	.....	.....	36.50	37.60	38.65	39.70	44.85	46.15	47.35	.....	.....
Pittsburgh, Pa.	miles N.S.	.....	16.30	.....	21.25	23.90	24.50	26.60	.....	.....	29.55	30.60	31.50	32.65	33.45	34.40	.....	.....	38.15	39.35	42.70	43.55	48.50	49.55	53.00	.....	.....
(6000 miles)	Shenango N.S.	.....	.....	.....	28.15	.....	32.15	.....	.....	.....	.....	.....	41.30	42.75	.....	.....	.....	.....	.....	53.10	57.65	.....	65.55	.....	69.70	.....	.....
May 15	Pure Gum G.T.	.....	3.20	.....	4.10	4.25	4.40	4.70	.....	.....	5.20	5.30	5.50	5.65	5.75	5.90	.....	.....	7.10	7.25	7.50	7.75	8.50	8.70	9.00	.....	.....
New Jersey Carspring Co.,	P.	c16.55	c17.75	.....	†23.00	.....	20.50	33.00	.....	c33.40	†32.00	32.70	34.25	35.00	40.50	37.25	.....	.....	46.70	48.80	49.50	51.50	56.80	†63.50	60.20	†93.50	†96.00
Jersey City, N.J.	C.N.S	.....	c18.60	.....	†24.10	.....	27.80	34.80	.....	c35.00	†33.60	34.30	36.00	36.80	42.50	39.20	.....	.....	49.00	51.10	51.95	54.10	59.70	†67.00	63.25	†98.50	†101.50
May 1 (5000 miles)	Suction N.S.	.....	.....	.....	†27.05	.....	31.15	39.00	.....	c38.80	37.65	38.45	40.25	41.25	47.50	43.80	.....	.....	54.85	57.25	58.25	60.65	66.85	†75.00	70.75	†110.00	†113.00
	G.T.	2.95	3.10	.....	3.50	.....	3.60	4.30	.....	5.10	4.75	4.95	5.10	5.20	5.85	5.50	.....	.....	6.55	6.65	6.75	6.85	7.90	8.90	8.20	9.65	9.80
	R.T.	3.25	3.40	.....	4.35	.....	4.70	5.60	.....	6.25	6.00	6.10	6.40	6.50	7.30	6.80	.....	.....	7.60	7.75	7.90	8.05	8.95	10.10	9.35	11.00	11.20
Norwalk Tire & Rubber Co.,	P.	.....	†17.85	.....	†23.15	.....	.....	.....	.....	.....	.....	.....	.....	q38.80	.....	.....	.....	.....	.....	.....	q54.80	.....	.....	.....	q63.85	.....	.....
Norwalk, Conn.	N.S.	.....	†18.80	.....	†24.30	†25.10	*27.95	.....	.....	.....	†37.30	*37.95	*39.90	*40.80	.....	q43.40	.....	.....	*54.25	*56.65	*57.50	q59.90	*63.35	q64.20	*67.10	.....	.....
April 2 (5000 miles)	G.T.	3.30	3.35	3.95	4.15	4.25	4.40	5.20	5.30	.....	5.40	5.55	5.70	5.85	6.25	6.30	7.15	.....	7.20	7.35	7.55	7.85	8.90	9.05	9.20	10.55	10.75
	R.T.	3.65	3.70	4.35	4.60	4.65	4.80	5.75	6.00	.....	5.95	6.15	6.30	6.45	6.90	6.95	7.90	.....	7.95	8.10	8.35	8.65	9.80	10.10	10.15	11.60	11.85
Ohio Tire Co.,	P.	c12.40	c12.55	c15.30	16.30	17.15	18.90	24.70	27.50	27.05	24.95	25.45	26.65	27.30	32.90	29.05	.....	.....	36.75	38.40	39.00	40.60	43.85	51.15	46.45	.....	.....
Mansfield, Ohio	N.S.	c13.05	c13.20	.....	17.10	18.05	19.85	25.85	.....	.....	26.20	26.75	28.00	28.65	34.55	30.45	.....	.....	38.60	40.30	40.95	42.60	46.00	53.70	48.80	.....	.....
April 5	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.75	5.50	.....	.....	6.25	6.45	6.65	6.85	7.80	8.60	8.10	.....	.....
(4000 miles)	R.T.	3.30	3.35	3.80	4.20	4.25	4.30	5.05	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10	.....	.....	7.00	7.15	7.35	7.65	8.70	9.50	8.95	.....	.....
Orrville Rubber	Morgan (5000 miles) P.	c11.00	c13.85	.....	c15.35	.....	d17.65	.....	.....	.....	c23.50	.....	d25.20	d25.75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Co.,	(6000 miles) N.S.	c12.90	c13.85	.....	c19.95	.....	d20.65	.....	.....	.....	d27.55	.....	d29.50	d30.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Orrville, Ohio.	G.T.	2.75	2.85	.....	3.25	.....	3.40	.....	.....	.....	4.45	4.60	4.75	4.85	4.95	5.05	.....	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.60	.....	.....
January 1	Sealon R.T.	3.55	3.70	.....	4.25	.....	4.40	.....	.....	.....	5.85	6.00	6.15	6.25	6.45	6.60	.....	7.70	7.85	8.05	8.20	8.35	9.60	9.75	9.90	.....	10.80
Para-Ball Rubber Co.,	P.	12.40	12.55	15.30	16.30	17.15	18.90	24.70	.....	27.05	24.95	25.45	26.65	27.30	32.90	29.65	.....	.....	36.75	38.40	39.00	40.60	43.85	51.15	46.45	.....	.....
Columbiana, O.	N.S.	13.05	13.20	16.30	17.10	18.05	19.85	25.85	.....	29.70	26.20	26.75	28.00	28.65	34.55	30.45	.....	.....	38.60	40.30	40.95	42.60	46.00	53.70	48.80	.....	.....
April 5 (4000 miles)	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55	.....	4.95	4.75	4.85	5.00	5.15	5.75	5.50	.....	.....	6.25	6.45	6.65	6.85	7.80	8.60	8.10	.....	.....
	R.T.	3.30	3.35	3.80	4.20	4.25	4.30	5.05	.....	5.50	5.30	5.40	5.55	5.70	6.45	6.10	.....	.....	7.00	7.15	7.35	7.65	8.70	9.50	8.95	.....	.....
Pearce-Arrow Tire	Morton P.	11.00	11.85	.....	15.35	16.20	17.65	20.00	.....	.....	24.00	24.95	25.20	25.75	26.95	27.35	33.10	34.10	34.20	35.75	36.20	39.85	43.95	44.55	45.30	.....	.....
& Rubber Mfg.	(3500 miles) N.S.	12.00	12.85	.....	16.95	18.00	19.65	22.40	.....	.....	27.10	27.90	28.50	29.50	30.20	31.10	36.00	38.00	39.00	40.15	41.40	42.00	47.20	48.50	50.00	.....	.....
Co., Phila., Pa.	Germantown P.	.....	17.50	.....	21.95	22.25	24.00	39.00	.....	.....	33.15	34.75	35.95	36.10	40.00	43.50	38.15	45.25	46.75	48.75	50.50	52.00	56.50	.....	58.15	.....	.....
	(5000 miles) Cord N.S.	.....	18.25	.....	23.75	25.00	27.30	41.50	.....	.....	36.35	37.10	38.95	39.70	42.35	49.00	45.00	50.20	51.90	54.25	55.00	57.30	63.80	.....	64.75	.....	.....
	Puncture and Blow-Out Proof P.	.....	20.20	.....	25.50	28.00	29.20	31.60	.....	.....	36.00	37.20	38.40	39.50	41.15	42.60	45.20	46.20	47.50	49.40	52.65	55.00	61.00	62.50	64.00	.....	.....
	(5000 miles) N.S	.....	22.30	.....	28.40	31.50	32.50	35.50	.....	.....	39.20	40.80	42.40	43.50	45.00	47.00	50.50	52.50	53.50	56.20	58.40	60.30	69.10	71.00	73.00	.....	.....
	R.T.	3.25	3.45	.....	3.95	4.10	4.25	4.50	.....	.....	5.35	5.45	5.75	5.95	6.20	6.40	6.50	6.75	7.45	7.55	7.80	8.05	9.00	9.20	9.30	.....	.....
Peerless Tire & Rubber Co.,	N.S.	.....	15.25	.....	19.40	20.90	22.70	.....	.....	.....	30.25	30.90	32.45	33.15	.....	.....	.....	.....	44.00	46.00	46.70	.....	.....	.....	61.10	.....	.....
Green Bay, Wis.	G.T.	.....	3.05	.....	3.45	3.65	3.80	.....	.....	.....	4.90	5.05	5.25	5.35	.....	.....	.....	.....	6.50	6.75	6.90	.....	.....	.....	8.40	.....	.....
April 16	R.T.	.....	3.40	.....	3.95	4.15	4.20	.....	.....	.....	5.35	5.50	5.70	5.95	.....	.....	.....	.....	7.25	7.40	7.55	.....	.....	.....	9.10	.....	.....
Pennsylvania	(3500 m.) Bar Circle	11.70	12.30	.....	15.95	16.90	18.75	20.75	.....	.....	24.50	24.95	26.10	26.75	27.95	28.45	.....	34.90	36.05	37.65	38.30	39.80	43.00	45.00	43.55	56.40	58.70
Rubber Co.,	(6000 miles) Ebony	14.05	14.55	19.25	18.55	19.80	21.90	25.00	31.65	34.75	29.20	29.70	31.40	32.00	33.65	34.20	49.35	43.00	43.30	45.05	45.55	47.30	55.55	56.55	58.45	70.90	73.85
Jeanette, Pa.	(6000 m.) Vacuum C.	15.60	16.10	21.35	20.60	22.00	24.30	27.75	35.20	38.65	32.40	33.00	34.90	35.55	37.40	38.00	54.85	47.75	48.10	50.05	50.60	52.55	61.70	62.85	64.95	78.75	82.00
April 12	Paruco G.T.	2.80	2.90	3.15	3.40	3.55	3.70	4.05	4.40	4.90	4.95	5.05	5.25	5.45	5.55	5.75	6.50	6.05	6.70	6.80	6.95	7.25	8.15	8.25	8.40	8.80	9.00
	Pure Gum R.T.	3.50	3.70	3.90	4.30	4.50	4.50	4.80	5.15	5.70	5.90	6.00	6.20	6.45	6.55	6.80	7.65	7.80	7.90	8.05	8.20	8.55	9.55	9.75	9.95	10.40	10.65
Perfection Tire &	(5000 miles) P.	17.70	18.00	.....	21.70	23.05	25.70	27.80	.....	.....	30.00	31.00	32.00	33.10	34.20	35.30	38.20	39.40	40.65	41.80	43.10	44.25	50.10	51.30	52.80	70.20	73.60
Rubber Co.,	(6000 miles) N.S.	20.85	21.05	.....	26.60	27.55	30.60	33.00	.....	.....	36.90	38.10	39.20	40.45	41.75	43.10	.....	46.00	47.60	50.00	52.40	54.60	62.10	64.30	65.70	81.70	83.40
Chicago, Ill. March 1	Tubes	3.20	3.30	3.50	4.20	4.35	4.50	4.80	5.10	5.25	5.35	5.45	5.65	5.80	5.90	6.05	6.85	7.10	7.30	7.45	7.70	7.95	8.75	8.95	9.25	10.55	10.75
Perfection Tube Co., April	G.T.	.....	3.55	.....	4.00	.....	4.15	4.55	.....	.....	4.75	4.85	4.95	5.15	5.25	5.30	.....	5.90	6.00	6.10	6.25	6.35	6.80	6.90	7.00	.....	.....
Painsville, O."Monarch"	R.&B.Tubes	.....	4.40	.....	5.00	.....	5.10	5.25	.....	.....	6.10	6.20	6.40	6.50	6.70	6.80	.....	7.50	7.70	7.80	8.25	8.40	9.00	9.50	10.00	.....	.....
Pharis Tire & Rubber Co.,	P.	11.90	12.60	15.90	16.25	16.95	18.70	20.80	.....	.....	25.10	25.50	26.60	27.10	28.20	28.65	41.25	.....	36.35	37.75	38.25	39.60	42.95	43.50	45.20	.....	.....
Newark, O.	N.S.	.....	13.50	.....	17.40	18.15	20.00	22.35	.....	.....	26.80	27.30	28.55	29.00	30.20	30.70	43.40	38.35	38.90	40.45	40.90	42.40	46.00	46.65	48.30	75.50	67.00
"Pyramid"	G.T.	2.85	3.05	3.15	3.40	3.45	3.60	3.75	.....	.....	4.75	4.85	4.95	5.05	5.25	5.35	6.15	6.25	6.35	6.50	6.60	6.75	7.75	7.85	8.10	8.60	8.80
April 3	R.T.	3.20	3.30	3.40	3.80	3.85	3.90	4.25	.....	.....	5.25	5.35	5.55	5.65	5.80	5.90	6.90	7.00	7.05	7.15	7.35	7.50	8.55	8.80	8.90	9.55	9.70
Portage Rubber Co.,	P.	†12.75	†13.75	†15.25	†17.80	†18.80	20.40	23.20	†24.55	†25.85	†27.30	27.80	9.20	29.85	31.25	31.80	†39.20	†40.50	39.70	41.58	42.20	43.90	47.45	†48.20	50.30	†72.45	.....
Barberton, O.	Daisy N.S.	†14.75	†15.85	†17.55	†20.40	†21.55	23.55	26.70	.....	†29.80	†31.30	31.95	33.60	34.30	35.95	36.65	.....	46.50	45.70	47.75	48.50	50.55	54.60	†55.45	57.75	†79.75	†81.40
April 2	Tubes	3.20	3.45	3.75	4.20	4.30	4.45	4.75	4.95	5.50	5.65	5.90	6.10	6.25	6.45	6.60	7.35	7.50	7.65	7.80	8.10	8.25	9.05	9.30	9.40	10.25	10.40
Porter Rubber Co.,	Giant	c13.70	c14.95	.....	c19.50	c20.60	22.10	*24.00	.....	.....	c28.75	*29.40	*30.25	*31.20	*32.05	*33.00	.....	*41.15	*42.00	*43.35	*44.35	*45.48	*51.00	q52.00	*53.90	.....	.....
Salem, O.	N.S.	c14.60	c15.95	.....	c20.85	c22.00	23.90	*25.40	.....	.....	c31.75	*32.20	*33.25	*34.00	*35.85	*36.25	.....	*44.55	*45.25	*46.50	*47.75	*49.00	*54.50	q56.00	*57.25	.....	.....
Jnauary 25 (5000 miles)	G.T.	2.85	3.00	.....	3.60	3.70	3.75	3.95	.....	.....	4.75	4.95	5.05	5.25	5.45	5.60	.....	6.35	6.50	6.60	6.75	6.95	7.85	8.00	8.15	.....	.....
	R.T.	3.15	3.40	.....	3.95	4.10	4.20	4.40	.....	.....	5.30	5.45	5.65	5.85	5.95	6.15	.....	7.15	7.25	7.35	7.50	7.75	8.75	8.90	9.00	.....	.....
Quaker City Rubber Co.,	P.	†14.30	†15.15	†16.00	19.45	†20.35	22.45	24.95	.....	.....	†30.20	30.70	32.00	32.55	*33.95	34.50	c41.25	.....	44.15	*45.80	46.40	*48.15	*52.25	52.80	*54.90	q71.35	q74.30
Philadelphia, Pa.	"T.T.T" N.S.	†15.85	†16.85	†18.05	21.60	†22.45	24.95	27.85	.....	.....	†33.55	34.15	35.55	36.20	*37.75	38.35	c43.40	.....	46.50	*48.30	48.85	*50.60	*54.95	55.60	*57.75	q75.15	q78.25
April 2 (5000 miles)	G.T.	3.20	3.35	3.50	3.75	3.95	4.00	4.20	4.35	5.00	5.10	5.40	5.50	5.60	5.80	5.90	6.80	7.00	7.05	7.15	7.25	7.45	8.55	8.65	8.90	9.45	9.85
	R.T.	3.50	3.70	3.90	4.15	4.35	4.40	4.60	4.85	5.50	5.55	5.95	6.05	6.15	6.40	6.50	7.55	7.70	7.75	7.85	8.00	8.20	9.40	9.50	9.80	10.40	10.90
Racine Auto Tire Co.,	P.	c14.00	c14.50	c15.50	18.50	c19.00	20.50	21.50	.....	c26.50	c24.50	26.50	27.00	27.50	29.00	29.50	.....	d33.50	34.50	36.00	37.00	38.00	42.00	43.00	44.00	q63.00	q64.00
Racine, Wis.	N.S.	c15.00	c15.50	c17.50	19.50	c20.00	22.00	25.00	.....	c28.50	c29.00	29.50	30.00	30.50	32.50	33.50	.....	d39.00	40.00	41.00	42.00	43.00	49.00	49.00	49.50	q67.00	q68.00
"Horse Shoe"	Cord	.....	.....	.....	c32.00	.....	d33.00	d36.00	.....	.....	c40.00	d41.00	d42.00	43.00	.....	.....	.....	d49.00	51.00	52.00	54.00	.....	64.00	.....	66.00	.....	q83.00
April 2 (5000 miles)	G.T.	2.75	2.85	3.10	3.25	3.35	3.40	3.60	.....	4.25	4.45	4.60	4.75	4.85	4.95	5.05	.....	6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.65	7.95	8.00
	R.T.	.....	3.40	.....	4.25	4.35	4.45	.....	.....	.....	5.45	5.50	5.60	5.75	.....	6.25	.....	.....	7.50	7.75	7.80	7.90	8.80	8.95	9.25	9.50	9.75
Racine Rubber Co.,	(3500 miles) P.	12.90	13.80	16.10	17.00	17.95	19.05	22.15	25.85	27.25	26.10	26.60	28.40	29.15	29.90	30.40	39.25	36.75	37.95	38.50	39.10	41.95	44.30	47.95	51.60	62.70	64.75
Racine,	Country Road (5000 m.) N.S.	15.05	16.15	18.95	19.60	20.55	22.60	25.60	30.00	31.95	30.00	31.60	33.45	33.95	34.30	34.60	46.20	44.00	44.65	46.70	47.40	49.25	54.70	55.50	62.40	74.00	76.00
Wis.	Trusty N.S.	19.85	21.20	23.50	27.60	29.10	31.75	35.95	45.90	37.50	38.45	39.20	41.15	42.00	43.40	44.80	.....	53.10	54.90	57.35	58.20	60.60	67.45	68.50	71.45	94.50	96.65
April 2	Ribbed Cord	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45.90	47.15	48.40	.....	.....	51.75	53.05	54.50	55.75	57.20	.....	67.80	69.35	70.90	84.10	86.00
	N.S. Cord	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48.95	50.25	51.60	.....	.....	55.15	56.55	58.05	59.45	60.90	.....	72.20	74.00	75.65	89.65	91.70
	G.T.	2.85	3.00	3.25	3.50	3.60	3.75	3.90	4.15	4.60	4.70	4.90	5.00	5.20	5.40	5.50	6.20	6.35	6.45	6.55	6.75	6.90	7.85	7.95	8.10	8.45	8.65
	R.T.	3.40	3.70	3.95	4.05	4.30	4.40	4.60	4.85	5.40	5.50	5.65	5.95	6.10	6.25	6.50	7.20	7.45	7.50	7.70	7.80	8.05	9.15	9.30	9.40	9.90	10.00
Republic Rubber Co.,	P.	c12.80	c13.80	c17.60	17.55	c18.85	20.45	23.30	†29.60	†31.30	†27.35	27.90	29.30	29.90	31.30	31.80	42.90	*38.40	39.75	41.60	42.20	43.95	48.70	49.40	51.65	†81.80	71.10
Youngstown, O.	WM N.S.	c13.55	c14.45	.....	18.75	.....	21.50	24.45	.....	.....	c28.75	29.30	30.80	*31.40	.....	.....	q47.55	.....	q41.45	*43.70	*44.30	.....	*48.85	.....	*51.60	.....	.....
April 2	Staggard N.S.	c14.95	c16.10	c20.45	20.45	c22.15	23.95	27.20	†34.85	†36.60	†32.00	32.65	34.20	34.95	36.65	37.15	50.25	45.00	46.50	48.60	49.34	51.45	60.90	61.76	64.54	†89.70	88.95
	G.T.	2.90	2.95	3.20	3.45	3.60	3.75	4.15	4.40	4.90	5.05	5.20	5.35	5.55	5.70	5.85	6.55	6.75	6.80	6.95	7.05	7.35	8.25	8.40	8.50	8.95	9.10
	R.T.	3.35	3.55	3.85	4.15	4.35	4.40	4.65	4.90	5.45	5.60	5.70	5.95	6.20	6.40	6.50	7.30	7.30	7.60	7.70	7.90	8.15	9.15	9.30	9.50	9.90	10.20

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Reynolds, W. C.,	P.	......	17.50	......	21.90	......	24.90	27.50	......	......	31.60	33.90	35.10	36.10	37.70	38.80	44.55	45.65	47.60	48.85	49.30	49.90	57.50	58.90	59.75	70.30	72.80
120 W. 37th St., N.Y.	N.S.	......	24.40	......	29.80	......	31.60	34.65	......	......	40.10	41.45	42.70	44.60	45.70	46.80	54.80	55.90	57.75	58.45	59.70	60.90	67.70	68.50	69.75	90.50	93.25
"Para"	T.	......	3.75	......	5.25	......	5.50	6.00	......	......	7.25	7.50	7.50	8.00	8.00	8.50	9.50	10.00	10.00	10.00	10.50	10.75	10.00	11.50	12.50	13.75	14.75
Rubber Ins. Metals Co.,	P.	......	c18.50	......	§24.25	c26.75	27.50	*30.00	......	......	†32.60	33.10	35.00	36.40	36.75	37.60	†46.70	d41.00	45.00	46.25	47.60	49.00	55.00	†56.60	58.00	†75.60	†77.25
Plainfield, N.J. (6000 miles)	N.S.	......	c21.00	......	§26.65	c29.00	30.00	*34.35	......	......	†36.00	36.50	38.25	39.00	40.35	40.85	†50.50	d49.75	51.50	53.00	56.00	58.00	63.00	†64.00	68.50	†85.60	†90.75
"Century Plainfield" May 1	R.T.	3.45	3.55	3.80	4.55	4.70	4.90	5.25	5.55	5.65	5.75	5.85	6.10	6.30	6.35	6.55	7.35	......	7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65
Rubber Products Co.,	P.	......	17.20	......	22.05	23.50	25.45	28.55	......	......	32.60	33.30	34.65	35.35	37.10	37.70	......	41.15	42.35	43.70	44.90	46.15	52.30	53.85	55.30	......	......
Barberton, O.	Stronghold N.S.	......	18.85	......	24.15	25.45	27.75	31.25	......	......	35.70	36.25	37.95	38.70	40.60	41.15	......	47.10	48.75	50.35	54.20	56.60	60.70	61.45	63.90	......	......
April 1 (5000 miles)	G.T.	......	3.60	......	4.40	4.45	4.55	4.85	......	......	5.90	6.05	6.30	6.50	6.70	6.90	......	7.90	8.05	8.20	8.35	8.60	9.65	9.80	10.05	......	......
	R.T.	......	3.95	......	4.80	4.85	5.00	5.20	......	......	6.55	6.75	6.95	7.10	7.30	7.55	......	8.40	8.55	8.70	9.10	9.25	10.40	10.55	10.75	......	......
Savage Tire Co.,	P.	c12.00	c12.65	16.45	c16.05	c16.85	18.40	20.45	*25.75	†26.65	c23.80	24.70	25.60	26.05	27.25	28.50	......	*34.90	*36.35	*37.60	*38.20	*39.40	*42.75	*43.25	*45.00	q67.40	q59.90
San Diego, Cal.	N.S.	c14.20	c15.20	19.80	c19.30	c20.25	22.00	24.75	*29.80	31.25	c27.85	28.30	29.30	29.85	31.30	32.80	......	*39.20	*41.40	*43.15	*43.95	*46.30	*46.45	*49.45	*51.15	q77.10	q68.20
April 16	Grafinite T.	3.15	3.25	3.50	3.95	4.10	4.25	4.50	4.90	5.20	5.15	5.35	5.40	5.45	5.55	5.65	......	6.55	6.80	6.90	7.15	7.30	8.05	8.30	8.40	9.90	10.05
Schavoir Rubber Co.,	G.T.	3.05	3.10	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.00	8.10	10.00	9.45
Stamford, Conn.	R.T.	3.10	3.35	3.80	4.20	4.25	4.30	5.00	5.35	5.50	5.30	5.40	5.55	5.70	6.00	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.60	8.70	8.95	11.10	10.50
April 2	Jumbo R.T.	......	......	......	......	......	......	......	......	......	6.70	6.90	7.05	7.15	7.35	7.50	......	8.40	8.80	9.05	9.20	9.40	10.90	11.10	11.25	......	13.15
Semple Rubber Co.,	Semco R.T.	3.60	3.75	3.90	4.50	4.60	4.75	5.05	......	......	6.05	6.20	6.40	6.60	6.75	6.95	7.95	8.20	8.35	8.50	8.70	8.90	9.85	10.05	10.35	11.00	11.35
Trenton, N. J. April 30																											
Smith Canvas Tread Tire Co.,		†19.50	†22.49	......	27.60	†31.05	31.63	34.16	......	†39.40	†40.10	40.91	41.73	42.55	44.18	45.82	52.90	53.29	54.00	57.28	58.10	58.93	65.37	67.09	70.37	†88.38	†91.66
Utica, N.Y.	Tubes	4.24	4.45	......	5.12	5.54	6.10	6.49	......	6.74	7.58	7.73	7.96	8.19	8.34	8.68	8.84	9.25	9.92	10.20	10.66	10.89	11.97	12.11	12.50	14.31	14.58
April (6000 miles)																											
Southern Tire & Rubber Co.,	P.	c12.80	c13.20	......	§17.00	c18.10	20.10	*22.55	......	......	......	d27.25	*28.40	*29.00	*30.00	*30.45	......	......	......	*41.10	*41.80	*43.10	......	d50.00	*51.70	......	......
Augusta, Ga.	"S-Tread" N.S.	......	14.70	......	§19.50	......	22.60	......	......	......	c28.70	d30.10	*31.45	*32.20	......	*33.65	q42.60	......	d44.45	*46.10	*46.65	*48.25	d54.85	......	*57.65	......	......
June 1 (4000 miles)	R.T.	3.45	3.70	......	4.25	4.35	4.40	4.60	......	......	5.85	6.00	6.20	6.30	6.45	6.65	7.55	......	7.75	7.90	8.00	8.20	9.15	9.30	9.45	......	......
Standard Four Tire Co.,	P.	12 25	12.75	......	16.25	......	19.20	......	......	......	25.30	25.75	27.25	27.70	......	......	......	......	37.95	39.30	39.95	41.55	......	......	48.75	......	......
Keokuk, Iowa	N.S.	......	14.25	......	18.15	19.40	21.45	......	......	......	28.65	29.15	30.80	31.35	......	33.55	......	......	42.50	44.20	44.70	46.40	......	......	57.35	......	......
April 10 (4500 miles)	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	9.45
	R.T.	3.30	3.40	......	4.15	4 25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	10.80
Standard Tire & Rubber Mfg.Co.,	P.	18.00	18.60	......	23.00	24.40	25.60	29.00	......	31.00	31.40	32.40	34.00	35.00	36.00	37.00	......	42.80	43.60	44.40	45.60	46.80	53.00	54.60	56.00	72.00	80.00
Cleveland, O.	N.S.	19.00	20.80	......	27.20	29.00	31.60	33.00	......	35.60	36.40	37.20	38.00	39.00	40.20	41.40	45.00	46.40	47.20	48.40	51.00	52.80	58.40	61.60	63.40	82.60	88.00
April 6	"Cleveland Standard" G.T.	3.20	3.35	3.55	3.90	4.05	4.15	4.40	4.50	5.15	5.30	5.50	5.65	5.80	6.10	6.20	6.90	7.05	7.15	7.35	7.55	7.75	8.50	8.70	8.90	9.40	9.70
(5000 miles)	R.T.	3.60	3.80	4.00	4.40	4.55	4.65	4.95	5.15	5.70	5.85	6.10	6.30	6.50	6.70	6.90	7.65	7.80	8.00	8.20	8.40	8.65	9.55	9.70	9.90	10.50	10.70
	Velvetread N.S.	......	c14.30	......	c17.90	......	d18.40	......	......	......	c23.80	d24.40	d25.60	26.80	......	......	......	d34.40	......	d36.20	d37.40	d39.20	d43.20	......	46.00	......	......
	"Willow" Tubes G.T.	3.00	3.10	......	3.50	3.60	3.70	3.90	......	......	4.35	4.45	4.65	4.75	4.85	4.95	......	5.80	5.85	5.95	6.05	6.15	7.00	7.10	7.20	......	8.20
	R.T.	3.30	3.40	......	3.95	4.05	4.15	4.30	......	......	4.90	5.00	5.25	5.35	5.45	5.55	......	6.50	6.55	6.65	6.80	7.00	7.80	8.00	8.10	......	9.15
Star Rubber Co.,	Ribbed	......	c19.20	......	c23.00	c24.90	*26.80	......	......	......	§33.00	d34.10	d35.20	*36.30	......	......	q42.55	d43.90	*44.15	*46.85	*49.75	......	*57.80	q60.35	*62.20	......	......
Akron, O.	All Star N.S.	......	......	......	c26.20	......	*30.00	......	......	......	§36.10	d37.30	d38.40	*39.75	......	......	45.70	d47.15	47.30	*50.00	*53.00	q54.75	*61.30	q63.85	*65.70	q80.50	q94.00
April 9	Pure Gum Tubes	......	3.65	......	4.70	4.90	5.10	5.40	......	......	5.95	6.10	6.30	6.45	6.65	6.80	7.60	7.80	8.00	8.20	8.45	8.65	9.80	9.65	10.00	11.60	11.65
Sterling Tire Corp.,	High Bar N.S.	c15.18	c18.09	......	§23.18	24.63	*25.91	......	......	......	30.23	*37.95	*39.22	*40.48	......	q43.01	......	*51.87	*53.13	*54.40	*55.66	*56.93	*63.25	*64.52	*67.05	q70.84	q73.37
Rutherford, N.J.	Sterling R.T.	3.71	3.97	4.28	5.40	5.50	5.66	6.05	6.31	6.29	6.47	6.59	6.83	7.02	7.14	7.38	8.11	8.40	8.65	8.89	9.13	9.44	10.46	10.70	10.89	12.46	12.83
April (5000 miles)																											
Stern's Tire & Tube Co.,	Tubes	......	8.70	......	10.00	......	11.00	......	......	......	14.00	14.50	15.00	15.50	......	16.00	......	......	19.00	19.50	21.50	......	23.00	......	25.00	......	......
St. Louis, Mo. May 1	"Sternwear"																										
Swinehart Tire & Rubber Co.,	P.	c12.70	c13.70	c17.45	†17.45	c18.70	20.35	23.10	†25.90	......	c27.15	27.70	29.10	29.75	*31.15	31.60	†37.10	†38.20	39.50	*41.30	41.95	q43.75	*48.45	†49.20	51.35	q71.85	q67.45
Akron, O.	Ribbed	c14.25	c15.25	c19.40	†19.40	c20.90	22.70	25.75	†28.80	......	c30.25	30.90	32.45	33.15	*34.65	35.20	†41.30	†42.65	44.00	*46.00	46.70	q48.75	*57.70	†58.50	61.10	q84.00	q80.00
April 2 (5000 miles)	N.S.	c14.90	c16.00	c20.35	†20.35	c21.95	23.85	27.05	†30.30	......	c31.75	32.45	34.05	34.80	*36.40	36.95	†43.35	†44.80	46.20	*48.30	49.05	q51.20	*60.60	†61.45	64.15	q88.40	q84.25
	Tubes	2.90	3.00	3.20	3.40	3.55	3.60	3.80	3.95	......	4.70	4.85	5.00	5.10	5.20	5.30	6.20	6.30	6.35	6.45	6.60	6.80	7.75	7.90	8.05	8.40	8.60
Ten Broeck Tire Co.,	P.	c11.27	c11.90	c15.12	15.06	c15.81	17.42	*19.43	q24.72	c26.85	c23.28	23.63	24.72	25.18	*26.16	26.45	c38.81	......	*34.55	35.88	36.28	*37.66	q42.32	†42.83	43.35	†68.36	q58.19
Louisville, Ky.	N.S.	c12.65	c13.51	c17.36	17.71	c18.57	20.24	*22.88	q29.38	c26.56	c27.71	28.23	29.67	30.30	*31.74	32.25	c38.06	......	*39.21	41.09	41.57	*42.24	q46.51	†47.26	49.22	†79.92	q67.79
	G.T.	2.75	2.86	3.02	3.24	3.35	3.41	3.57	3.74	4.34	4.45	4.62	4.73	4.84	4.95	5.06	5.88	......	6.05	6.16	6.27	6.43	7.37	7.48	7.64	8.19	8.30
Thermoid Rubber Co.,	P.	†12.85	†13.20	†14.60	17.10	†18.25	19.95	23.05	†22.90	†24.75	†26.25	26.25	28.20	28.80	31.65	31.00	33.45	38.90	38.45	40.40	40.95	42.75	†45.35	†49.65	48.75	†60.70	†63.70
Trenton, N.J.	"Nassau" N.S.	†14.40	†14.85	†16.50	18.65	†20.70	22.40	26.05	†23.60	†27.90	†29.50	30.20	31.65	32.40	35.60	34.65	37.65	43.70	43.35	45.40	46.10	48.15	†51.30	†55.25	54.80	†69.45	†72.95
	G.T.	3.05	3.00	3.30	3.65	3.70	3.75	4.40	4.65	4.80	4.60	4.70	4.90	5.05	5.60	5.35	6.30	5.95	6.05	6.25	6.50	6.70	7.55	8.35	7.95	8.95	9.15
	"Thermoid" N.S.	c21.05	c21.20	......	c26.65	c28.45	*30.60	*33.25	......	......	c36.95	*38.25	*39.30	*40.75	*41.30	*43.95	......	......	*48.75	*50.80	*53.90	*55.45	q61.80	q63.90	*66.25	d81.85	d87.80
March 1 (6000 miles)	R.T.	3.25	3 35	......	4.30	4.45	4.60	4.95	......	......	5.40	5.50	5.70	5.90	6.00	6.15	......	......	7.30	7.45	7.75	8.00	8.75	8.95	9.25	10.60	10.80
Tyer Rubber Co.,	P.	c13.00	†14.5	q16.00	†18.20	c19.25	*20.95	*23.75	......	q26.40	c27.85	*28.50	*29.90	*30.60	*31.95	*32.45	......	......	*40.65	*42.45	*43.05	*44.85	*47.30	*48.05	*50.25	q67.10	q69.20
Andover, Mass.	Hold-Tite N.S.	c14.20	†15.75	q17.15	†20.10	c21.15	*22.85	*25.60	......	q28.90	c30.30	*30.95	*32.40	*33.00	*34.45	*34.95	......	......	*43.75	*45.55	*46.15	*47.95	*50.45	*51.15	*53.35	q72.65	q74.75
April 9	Tourist G.T.	2.75	2.85	3.00	3.35	3.45	3.55	3.75	......	4.35	4.50	4.65	4.80	4.95	5.15	5.30	......	......	6.15	6.25	6.45	6.60	7.45	7.55	7.65	8.20	8.40
(4000 miles)	Tourist R.T.	3.10	3.20	3.30	3.75	3.85	3.95	4.15	......	4.85	5.00	5.15	5.35	5.50	5.65	5.85	......	......	6.85	6.95	7.15	7.40	8.25	8.40	8.50	9.15	9.30
"Tyrian"	Extra-Heavy G.T.	3.15	3.30	3.50	3.75	3.80	3.90	4.15	......	5.00	5.15	5.35	5.45	5.60	5.75	5.90	......	......	6.90	7.10	7.25	7.40	8.40	8.55	8.75	9.40	9.55
	Extra Heavy R.T.	3.50	3.65	3.80	4.15	4.25	4.35	4.65	......	5.60	5.75	5.90	6.05	6.20	6.35	6.50	......	......	7.65	7.90	8.05	8.20	9.40	9.55	9.75	10.46	10.60
U. & G. Rubber Mfg. Co.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	......	......	24.30	24.75	25.95	26.50	30.25	28.25	......	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	......	......
Trenton, N.J.	N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	......	......	25.45	26.00	27.15	27.85	31.80	29.65	......	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	......	......
April 2	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	......	......	4.75	4.85	5.00	5.15	5.80	5.50	......	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	......	......
(3500 miles)	R.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.05	......	......	5.30	5.40	5.55	5.70	6.45	6.10	......	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	......	......
United States Tire Co.,	P.	13.55	12.55	15.30	16.30	17.15	18.90	24.70	27.50	30.70	24.95	25.45	26.65	27.30	32.90	29.00	39.80	35.60	36.75	38.40	39.00	40.60	43.80	51.15	46.45	69.90	83.15
1790 Broadway,	USCO N.S.	14.20	13.20	16.10	17.10	18.00	19.85	25.85	......	......	26.20	26.70	28.00	28.65	34.55	30.45	41.80	37.35	38.60	40.30	40.95	42.60	46.00	53.70	48.80	73.35	......
N.Y. City	Chain N.S.	16.10	14.90	18.15	19.40	20.40	22.30	29.00	32.35	37.35	30.45	31.00	32.65	33.30	40.15	35.40	47.90	42.85	44.30	46.30	47.00	48.95	52.60	61.50	55.70	83.15	99.75
"G. & J.," "Revere,"	Nobby N.S.	18.80	20.10	25.75	26.10	27.50	30.00	39.15	43.45	44.70	36.35	37.10	38.95	39.70	45.30	42.35	62.00	50.20	51.90	54.25	55.00	57.30	63.80	64.75	67.55	89.35	91.35
"Hartford"	Royal Cord N.S.	......	......	......	......	......	35.85	......	......	......	......	45.60	46.75	48.05	......	50.75	51.20	52.70	54.20	55.45	56.75	58.15	67.25	68.75	70.35	......	75.90
April 2	G.T.	2.85	3.00	3.15	3.75	3.85	4.00	4.30	4.50	4.70	4.85	5.00	5.15	5.25	5.45	5.65	6.15	6.40	6.45	6.60	6.85	7.10	8.00	8.15	8.30	9.25	9.40
	R.T.	3.65	3.75	4.00	4.65	4.80	4.90	5.35	5.45	5.85	6.00	6.05	6.15	6.25	6.55	6.65	7.90	8.00	8.10	8.25	8.40	8.50	9.65	9.90	10.10	11.10	11.25

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Universal Rubber Co.,	P.	10.75	11.10	......	14.40	15.20	16.85	......	......	......	22.10	22.50	23.60	24.10	......	25.70	......	31.45	32.45	33.95	34.50	35.90	38.75	39.25	41.05	......	......
Broad and Wood Sts.,	N.S.	11.30	11.65	......	15.10	15.95	17.70	......	......	......	23.15	23.65	24.70	25.30	......	26.95	......	33.00	34.15	35.65	36.25	37.70	40.70	41.50	43.10	......	......
Phila., Pa.	Gripwell G.T.	2.40	2.75	......	3.40	3.45	3.50	......	......	......	4.30	4.40	4.55	4.70	......	5.00	......	5.60	5.70	5.85	7.05	6.25	7.10	7.20	7.35	......	......
April 1 (4000 miles)	R.T.	3.00	3.05	......	3.80	3.85	3.90	......	......	......	4.80	4.90	5.05	5.20	......	5.55	......	6.20	6.35	7.50	6.70	6.95	7.90	8.00	8.15	......	......
Vaulry Tire Co., April 20	N.S.	......	20.10	......	27.80	......	30.60	......	......	......	......	42.90	43.10	46.10	......	48.30	60.30	60.40	61.00	63.60	64.80	66.20	70.40	72.50	75.80	91.20	98.70
Trenton, N.J. (5000 m.)	Ex., Hy. R.T.	......	4.65	......	5.60	......	5.70	......	......	......	......	7.55	7.80	8.25	......	8.50	9.75	9.80	10.20	10.30	10.90	11.30	12.15	12.35	12.70	13.00	13.40
Victor Rubber Co.,	P.	15.55	16.40	......	20.25	21.30	23.50	......	......	......	31.40	31.95	33.35	33.90	35.35	35.75	......	41.80	42.25	44.00	44.40	46.10	52.40	53.10	55.10	70.45	71.25
Springfield, O.	Ribbed	16.35	17.20	......	21.30	22.35	24.70	......	......	......	32.95	33.55	35.00	35.65	37.15	37.50	......	44.00	44.45	46.30	46.75	48.50	55.15	55.85	57.95	74.15	75.00
April 2 (5000 miles)	N.S.	17.35	18.40	......	22.85	25.60	26.25	......	......	......	35.20	35.80	37.35	38.10	39.60	40.00	48.25	48.50	49.00	50.00	52.50	54.30	61.80	62.50	64.90	83.15	8.400
	Victor G.T.	3.10	3.30	......	3.85	4.15	4.25	......	......	......	5.20	5.30	5.45	5.60	5.85	6.00	6.80	6.95	7.10	7.25	7.45	7.60	8.50	8.65	8.85	9.35	9.65
	Victor R.T.	3.40	3.60	......	4.25	4.80	4.90	......	......	......	5.75	5.95	6.10	6.30	6.45	6.60	7.70	7.75	7.90	8.15	8.30	8.45	9.40	9.60	9.80	10.60	10.75
	Springfield Tube	4.25	4.50	......	5.55	5.70	5.80	......	......	......	6.75	6.90	7.10	7.25	......	7.55	......	8.85	9.05	9.30	9.50	9.70	10.55	10.80	11.00	12.80	13.45
	Springfield R.T.	4.60	4.85	......	6.00	6.10	6.20	......	......	......	7.30	7.40	7.60	7.75	......	8.15	......	9.60	9.80	10.05	10.25	10.45	11.40	11.60	11.90	13.90	14.55
Voorhees Rubber Mfg.	Model G.T.	3.00	3.15	3.25	3.55	3.65	3.75	3.95	4.10	4.80	4.90	5.05	5.20	5.35	5.45	5.55	6.45	6.55	6.65	6.75	6.90	7.05	8.20	8.25	8.40	8.95	9.15
Co.,	Ideal R.T.	3.45	3.65	3.85	4.05	4.20	4.30	4.65	4.90	5.35	5.50	5.65	5.85	6.05	6.25	6.45	7.65	7.75	7.90	8.15	8.30	8.50	9.85	10.00	10.15	10.95	11.10
Jersey City, N.J. April 17																											
Vulcan Rubber Co.,	G.T.	2.90	3.05	......	3.55	3.70	3.80	4.00	......	......	4.80	4.95	5.10	5.35	5.50	5.65	......	......	6.50	6.65	6.80	......	......	......	......	......	......
Erie, Pa. Mar. 1	Indian R.T.	3.20	3.40	......	3.95	4.15	4.20	4.45	......	......	5.35	5.50	5.70	5.95	6.10	6.20	......	......	7.25	7.40	7.55	......	......	......	......	......	......
Vulcanized Products	(4000 miles) P.	17.30	17.60	......	23.00	......	25.10	......	......	......	29.30	30.40	31.50	32.60	......	34.65	......	......	40.15	41.35	42.50	43.65	49.35	50.75	52.10	......	......
Co.,	(6000 miles) Suction Tread N.S.	19.65	19.90	......	25.95	......	29.95	......	......	......	36.15	37.40	38.50	39.90	......	42.00	......	......	46.65	48.10	52.20	53.70	59.30	60.55	64.80	......	......
Muskegon, Mich.	G.T.	3.05	3.15	......	3.65	......	3.75	......	......	......	4.90	5.15	5.25	5.35	......	5.60	......	......	6.70	6.85	7.05	7.25	8.15	8.45	8.55	......	......
April 2	R.T.	3.30	3.50	......	4.05	......	4.15	......	......	......	5.50	5.65	5.85	5.95	......	6.20	......	......	7.40	7.55	7.85	8.00	9.00	9.25	9.35	......	......
Wilson Tire & Rubber Co.,	P.	§11.40	§11.10	......	§14.40	......	§16.85	......	......	......	......	§22.50	......	§24.10	......	......	......	......	......	......	......	......	......	......	......	......	......
Springfield, Ill.	Wearwell N.S.	§11.95	§11.65	......	§15.10	§15.95	§17.70	......	......	......	§23.15	§23.65	24.70	§25.30	......	......	......	......	......	......	......	......	......	......	......	......	......
March 1	G.T.	2.80	2.75	......	3.40	3.45	3.50	......	......	......	4.30	4.40	4.55	4.70	4.85	5.00	......	......	5.70	5.85	6.05	6.25	7.10	7.25	7.35	8.00	......
	R.T.	3.10	3.05	......	3.80	3.85	3.90	......	......	......	4.80	4.90	5.05	5.20	5.35	5.55	......	......	6.35	6.50	6.70	6.95	7.90	8.00	8.15	8.80	......
	N.S.	......	......	......	......	c37.80	......	......	......	......	d49.25	......	d53.90	......	......	......	......	......	......	d65.45	......	d67.75	q78.75	......	*82.55	d90.00	......
(6000 miles)	Wilson G.T.	3.10	3.05	......	3.75	3.80	3.85	......	......	......	4.75	4.85	5.00	5.20	5.80	5.50	......	......	6.30	6.45	6.65	6.85	7.70	7.90	8.05	8.40	......
	R.T.	3.40	3.35	......	4.20	4.25	4.30	......	......	......	5.30	5.40	5.55	5.70	6.45	6.15	......	......	6.95	7.15	7.35	7.60	8.50	8.70	8.85	9.30	......
Woodworth Mfg. Corp.,	P.	18.55	19.70	......	26.50	27.35	28.50	30.45	......	......	37.70	39.15	40.50	41.75	43.00	44.30	......	......	56.65	58.45	60.05	61.90	67.90	70.00	72.00	......	......
Niagara Falls, N.Y.	N.S	20.85	22.00	......	29.30	30.60	31.90	33.15	......	......	42.50	44.00	45.55	47.10	48.55	50.10	......	......	63.75	65.80	67.60	69.60	76.40	78.70	80.95	......	......
April 2 (5000 miles)	T.	3.90	4.00	......	4.40	4.55	4.65	4.95	......	......	6.35	6.60	6.70	6.80	6.90	7.10	......	......	8.65	8.90	9.20	9.40	10.00	10.35	10.55	......	......
Zee-Zee Rubber Co.,	P.	16.95	17.52	18.78	20.62	21.43	22.84	23.66	......	27.96	28.58	29.41	30.23	31.05	31.87	32.63	40.48	41.37	42.25	43.14	43.76	45.28	47.44	48.07	50.60	62.57	65.85
Yardville, N. J.	N.S.	18.85	19.61	20.68	23.08	23.46	24.91	27.32	......	29.09	29.85	31.25	32.38	33.09	34.29	35.36	43.20	44.02	44.85	45.54	47.31	48.82	51.11	52.69	53.51	66.28	71.15
Apr. 17 (5000 miles)	Brazilian T.	3.47	3.74	3.96	4.29	4.39	4.49	4.59	......	5.49	5.60	5.71	5.98	6.19	6.26	6.42	7.37	7.54	7.65	7.69	7.81	8.14	9.70	9.79	10.21	11.31	11.86

Association Items

AUTOMOBILE CALENDAR

Spokane, Wash.—Interstate Fair, Sept. 2-9.

Milwaukee, Wis.—Milwaukee Show, State Park Fair, West Allis, Sept. 9-15.

Milwaukee Wis.—Fall Show, Wisconsin State Fair, West Allis, Milwaukee, Automobile Dealers, Sept. 9-15.

Atlantic City, N. J.—Motor and Accessory Manufacturers, Mid-Season Meeting, Sept. 12-14.

Montreal Quebec.—Used car show, Coliseum. Montreal Automobile Trade Association, June 20-27.

Pittsburgh, Pa.—National Association of Purchasing Agents' Convention, September 25-28.

Fremont, Neb.—General Tractor Demonstration, August 6-10.

Peoria, Ill.—Peoria Exposition and International Farm Congress and soils exposition. Tractor display and demonstration, September 18-29.

Dallas, Texas—State Fair. Automobile and Accessory Dealers' Association, October 13-28.

Omaha Association Invests $2,500 in Liberty Bonds

The Omaha Automobile Trade Association, Omaha, Neb., has subscribed for $2,500 worth of Liberty Bonds. This is apart from the individual subscriptions of the members. The dealers have been active in Liberty Bond and Red Cross work and have furnished practically all of the cars used by the committees in these two activities.

Brown County Dealers Organize

Dealers in Green Bay, DePere and other large cities of Brown County, Wis., who recently organized a trade association, have incorporated it under the name of Brown County Automobile Trade Association, without capital stock. The incorporators include R. C. Smith, M. E. Evans and E. G. Mohr. The objects of the association are to work for the best interests and mutual welfare of the motor car and accessory trade; to conduct shows, contests, etc. support the good roads movement, and other interests for the good of the industry.

San Luis Dealers Meet

San Luis Obispo, June 16—A special meeting of the San Luis Obispo County Automobile Trade Association was held recently at San Luis Obispo. C. H. Kamm, G. W McCabe B. E. Patnoe, J. W. Fisher, W. G. Fifeid and E. D. Sworthout being present. The meeting was to complete the organization. Meetings will be held every first and third Friday in the month, the schedule being that every third meeting is held in Paso Robles, the other two in San Luis Obispo. An executive board was appointed to handle problems and administration, C. H. Kamm, G. W McCabe and J. W. Fisher of this city and V C. Malcore and W. C. Henderson, of Paso Robles, being named on it. The remainder of the session was given over to discussion of trade problems.

Pomona Valley Organizes

Motor car and accessory dealers in Pomona, Cal., have organized the Pomona Valley Automobile Trades Association. The new organization will have as its object a general campaign to eliminate and keep out objectionable features that have been a menace to the business. These include price-cutting, trade pirates, dead beats and irresponsible people.

Mr. E. M. Newald, formerly manager of new business in the Chicago office of the Guaranty Banking Corporation has joined the Commonwealth Finance Corporation as Assistant to Mr. George McIntyre, sales manager.

All industries in the city of Flint, Mich., will operate the eastern time schedule during the months of July, August and September. The schedule will go into effect on July 1. The Buick Motor Car Co., the Chevrolet Motor Co., the Mason Motor Co., the Dort Motor Co., the Champion Ignition Co. and the Weston-Mott Co. will all operate according to the new schedule.

Harry L. Shepler, vice-president in charge of production of the Willys-Overland Co., has resigned. Mr. Shepler's plans for the future are not yet ready for announcement. W. H. Birchall, superintendent of the Willys-Overland Co. plants, has been appointed general superintendent to succeed Mr. Shepler.

Ralph E. Trout has resigned as director of purchases for the Pullman Motor Car Co., York, Pa., and has accepted a similar position with the Victor Motor Co., York.

C. E. Jeffers has been appointed chief engineer of the Nordyke & Marmon Co., Indianapolis, Ind.

H. H. Howe has been appointed sales manager of the Acason Motor Truck Co., of Detroit. Mr. Howe was formerly with the Maxwell Motor Co.

Carl Jeffries has been appointed chief engineer of the Detroit Motor Co., of Detroit. Mr. Jeffries was formerly with the Lozier, Studebaker and Reo companies. Harry Peirce has been appointed purchasing agent of the company. Mr. Peirce was formerly with the Regal Motor Car Co.

R. T. Jollie, Jr., has been appointed supervisor of the Ajax Rubber Co., in Ohio, West Virginia and Kentucky.

M. L. Perry, formerly in the purchasing department of the Chalmers Motor Co.. of Detroit, has been made sales manager of the C. A. S. Sales Co., of Detroit.

Robert H. La Porte, who has had a long connection with the Franklin Automobile Co. as a field representative, will set up for himself July 1 in Washington, D. C., as the Franklin Motor Car Co.

A. L. Godoy, for two years general manager of the Crow Motor Sales Co., of New York City, has resigned and organized the Meridan Motors, Inc., to handle the Anderson car in the Metropolitan territory. V. Vivaudou is president and James A. MacDonald is vice-president.

William Lininger has been appointed a zone manager for the Chalmers Motor Co., of Detroit. Mr. Lininger was formerly assistant sales manager of the Mitchell Motor Co., Racine, Wis.

W. A. Johnson has become office manager of the automobile tire department of the B. F. Goodrich Co., of Akron, O. He was assistant to A. J. Wills, whom he succeeds. Mr. Wills retired to take up special duties and will be associated with H. C. Miller, director of tire sales.

T. H. Smith has been appointed special representative for the Packard Motor Car Co., of New York. Mr. Smith was formerly a field representative for the Packard company.

Lette Shay has joined the Higrade Motors Co., Grand Rapids, Mich., as production manager and assistant treasurer.

H. J. C. Henderson, for several years manager of the Chevrolet Motor Co., of Washington, located in Milwaukee, has resigned to become associated with the Frint Motor Car Co., of Milwaukee, as retail sales manager. The Frint company is Monroe and Oldsmobile distributor in Wisconsin and Upper Michigan. Mr. Henderson is succeeded as Chevrolet manager by M. D. Douglas.

H. Scott Johnston has become vice-president and general sales manager of the Grant Wire Wheel Co., of Cleveland, O. Mr. Johnston was formerly general manager of the Crow-Elkhart Sales Co.

Morgan D. Douglas has been appointed manager of the Milwaukee retail sales of the Chevrolet Motors Co. Mr. Douglas was formerly with the Detroit branch of the Chevrolet Motor Co.

L. J. Myers has been appointed to take entire charge of sales for the Amazon Rubber Co., of Akron, Ohio.

Charles R. Porter, for a number of years identified with the motor truck trade in St. Louis, Mo., has been named salesmanager for the Globe Motor Truck Co., of East St. Louis, Ill., which factory is turning out trucks.

B. W. Collins, formerly secretary of the Springfield Body Co. and later in charge of sales for the Parker Rust Proof Co. of America, has joined the Marshall Castings Co., Marshall, Mich.

Charles S. Butler, who for more than 6 years has been advertising manager for the Hess-Bright Mfg. Co., Philadelphia, Pa., severed his connection with that company. He is taking up new duties as sales manager for the Carlson-Wenstrom Co., Philadelphia, which is shortly to place on the market a high-grade double-row ball bearing.

R. H. Rosenberg has joined the Adams Axle Co., Findlay, Ohio, as manager of the sales and engineering departments. He was recently in the engineering department of the M. & S. Corp., Detroit.

Dreadnaught tires, produced by the Dreadnaught Tire and Rubber Co., of Baltimore, O., are now being sold in New York City by Thomas Loughman, Inc., a new sales office having been opened at 1791 Broadway.

There are four American racing teams which are entered for all of the speedway races this year, Hudson, Mercer, Dusenberg and Stutz. Ralph De Palma will probably drive his 12 cylinder Packard car in most of this season's races.

MOTOR RECORD

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Vol. I. AUGUST, 1917 No. 6

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NOTICE TO ADVERTISERS

Insertion of new advertisements or change of copy cannot be guaranteed if received later than the 15th of the month preceding the date of publication.

IN the matter of road transportation the United States army will be placed far in the lead of any other now that Secretary of War Baker has made a large money appropriation for the development of absolutely standardized military truck equipment. Under the direction of Captain Britton standardized type A and type B trucks will be developed, and the War department is going to hire several well known motor truck engineers to assist in rushing the work to completion. Once standardization has been completed manufacture of the trucks will be undertaken by different truck companies who will bid on definite quantities.

Naturally when at the recent meeting at Columbus, O., the announcement was made that the work of standardization was to be taken entirely out of the hands of the Society of Automotive Engineers and that absolutely standardized models were to be developed there was considerable agitation among the manufacturers and also considerable opposition to the plan. The manufacturers argued that their present trucks were giving entire satisfaction in Europe. Attention, however, was called to the fact that the battle line in France has not changed for some years, but that when the line is changed and advance made the trucks will have to operate over much worse roads even than those encountered in Mexico. Thus manufacturers were brought to realize that complete truck standardization is essential for the most efficient road transportation.

IT will be a surprise to many to know that not only is it possible to run automobiles on coal gas instead of gosoline but that its is actually being done in England where the price of gasoline has reached unprecedented heights. The following is taken from *Commerce Reports:*

With the price of gasoline in England at 61 cents per gallon, retail, numerous substitutes for furnishing vehicular motive power have appeared on the market. A development in the use of coal gas for automobiles has passed the experimental stage, a motor bus using coal gas having made the journey from London to Eastbourne and return, a total distance of 130 miles. The Grimsby municipality, which operates a system of motor-driven omnibuses to outlying districts, is said, after a trial extending over four months, to have effected a reduction in fuel cost per mile from 4.30d. to 1.66d., the price of gasoline being 61 cents per gallon, and gas 61 cents per 1,000 feet.

The only change made in the motor is the fitting of a butterfly valve in the air-intake pipe for the regulation of the air supply which allows the engine to draw the gas in the correct quantity according to load and speed. It is claimed that an advantage occurring from the use of gas is that the engine is cleaner and the valves do not require grinding so often.

The principal disadvantage to the use of coal gas for automobiles is the bulky container necessary for the gas. The use of gas for small cars has proved unsatisfactory by reason of this problem.

Carbureters and How to Adjust Them

Fundamental Types of Carbureters Classified—Methods of Adjusting Well Known Representatives of Each Class

By JOHN M. BLACK

ONE of the commonest duties which the automobile mechanics is called upon to perform is that of adjusting the carbureter. There are a good many makes of carbureter now on the market and as these vary considerable in design the proper methods of making adjustments also vary. Before taking up these methods it is necessary to classify the different types of carbureters according to the basic principle on which they are designed.

In order to understand the operation of the carbureter it is necessary to consider the elementary type shown in Fig. 1. which was actually used some years ago. This type consists of a single jet or spray nozzle placed in the path of the incoming air and fed from a float chamber, the float keeping the gasoline level slightly below the end of the nozzle. As soon as the air starts to flow past the nozzle the gasoline is drawn from it and mingles with the air, forming a combustible mixture. This carbureter works satisfactorily for an engine operating at a constant speed but, owing to the fact that the flow of gasoline from the jet increases faster than the flow of air, when the speed of the engine is increased the mixture becomes too rich.

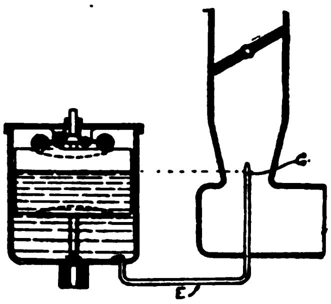


FIG. 1

This fact led to the introduction of the auxiliary air valve, which consists of an adjustable valve designed to open with increased suction and admit additional air above the nozzle, thus diluting the mixture. (See Fig. 2.) Carbureters working on this principle are usually classed as air valve carbureters. The auxiliary air valve may be controlled by a spring or weights, or metal balls of different sizes may be used to regulate the air flow. Among the makes of carbureters in the air valve class may be mentioned the Breeze, Zephyr, K. D., Ensign and one model of Stromberg.

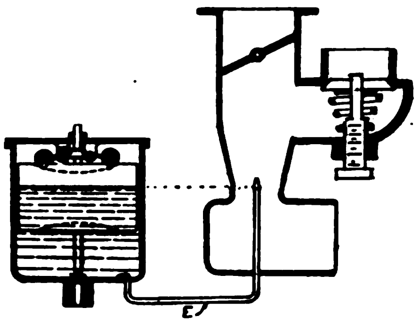


FIG. 2

Instead of an auxiliary air valve another design of carbureter is provided with an additional nozzle, which if operated alone would cause the mixture to become leaner and leaner as the engine speed was increased. The operation of this second form of nozzle is best understood by referring to the imaginary carbureter illustrated in Fig. 3. Gasoline flows in a steady stream from the float chamber through passage I into well J. The jet H is connected to this well. As the engine speed is increased the increased suction at jet H does not increase the flow of gasoline because the well J is open to the atmosphere. Thus the amount of air drawn up increases while the amount of gasoline remains the same so that the mixture grows leaner and leaner.

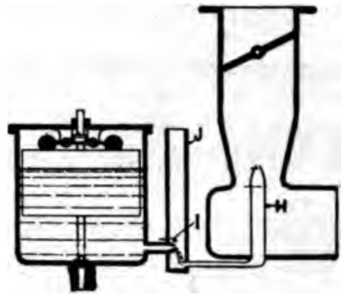


FIG. 3

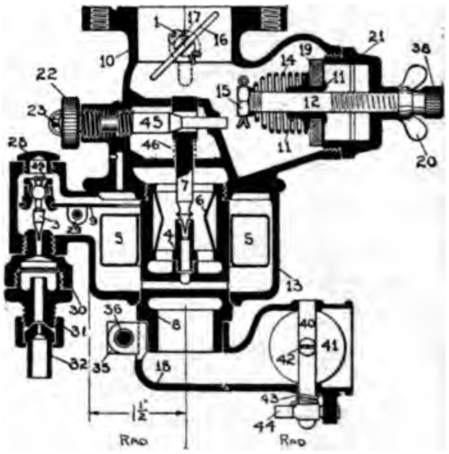


FIG. 4. BREEZE CARBURETER

By combining the elementary type of rich mixture nozzle shown in Fig. 1, with the lean mixture nozzle shown in Fig. 3, a uniform mixture is obtained, at different engine speeds. This is the principle upon which the Zenith carbureter operates. This compensating jet principal is now used by a great many other manufacturers among which are the Stromberg, Holley, Johnson, Marvel, Tillotson, Ball and Ball, Longuemare, Fletcher and Sunderman.

A third class of carbureters known as the metering pin type resembles the air valve type of carbureter with the addition of a metering or measuring pin, which is a tapered pin inserted in the nozzle or jet with the object of regulating the flow of gasoline. The pin is raised and lowered to accomplish this, being either linked to the throttle or operated by the auxiliary air valve. In some cases a special metering air valve is provided for controlling the metering pin. In this class are the Schebler, Stewart, Newcomb and Rayfield, though the Rayfield differs somewhat from the usual metering pin type.

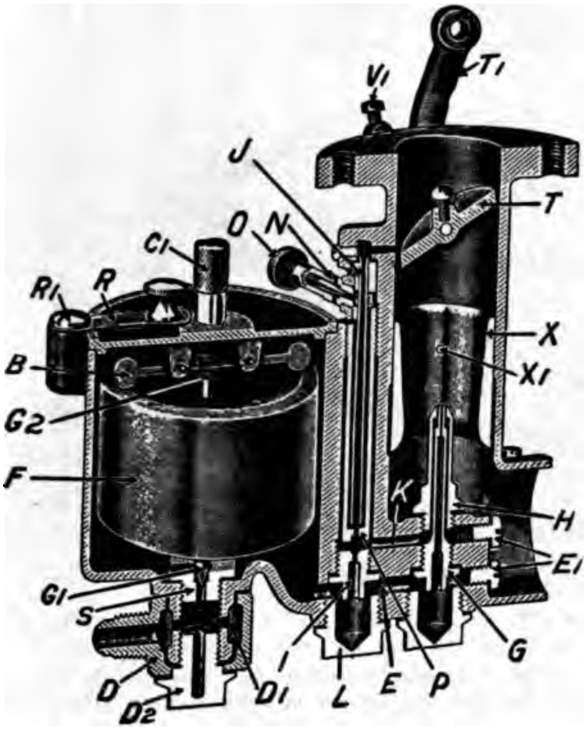


FIG. 5. ZENITH CARBURETER

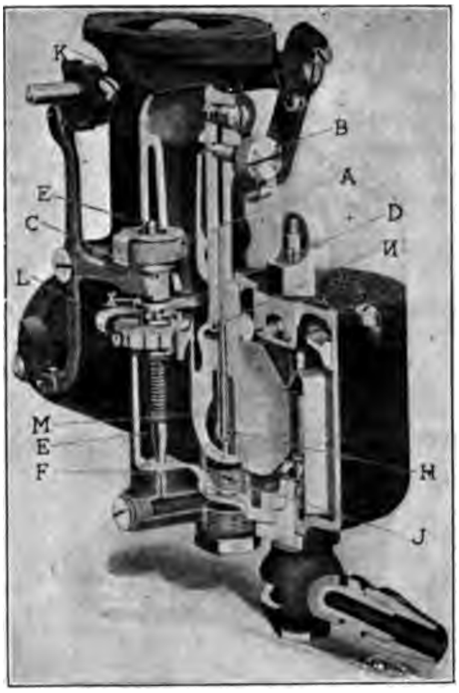


FIG. 6. STROMBERG CARBURETER

The expanding type of carbureter is another class, a number of jets being used in this case, which are progressively uncovered or brought into action as the throttle is opened. The Master and Carter carbureters are representatives of this class.

Before taking up the question of adjusting the different makes of carbureters attention should be called to the fact that the engine should be thoroughly warmed up before the adjustments are made. Further care should be taken to see that the ignition system is in good condition, that the compression in each cylinder is good, and that there are no air leaks around the intake pipe or past the valve stems.

The model M. L. Breeze, shown in Fig. 4 is an example of the air valve type of carbureter. There are two adjustments, one for gasoline and one for air. To adjust this carbureter the spark should be advanced about half way and the throttle opened very slightly so that the engine runs at a low speed. The gasoline adjusting screw No. 22 should then be turned until the engine operates properly. The throttle should then be opened wide and auxiliary air valve adjusting screw No. 38, turned until the engine runs properly at high speeds. If on quick acceleration back-firing occurs, this is an indication that too much air is being admitted and the air valve adjustment should be tightened. If the pick-up is poor the adjusting screw should be turned the opposite way, so that more air will be admitted. The air valve should not open at low speeds or when starting.

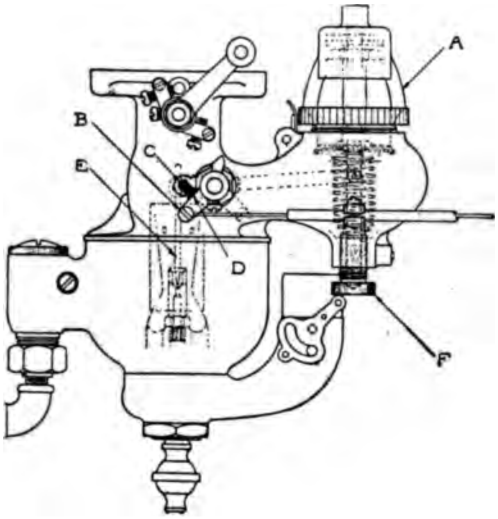


FIG. 7. SCHEBLER CARBURETER

In the Zenith Model L carbureter already referred to in describing the compensating jet type, there is a secondary starting and idling well shown in Fig. 5 at P and J. This well terminates in a priming hole at the edge of the butterfly or throttle valve, where the suction is greatest when the valve is slightly open. At idling speeds only this tube is full of gasoline up as far as the level in the float chamber, thus feeding a rich mixture. There is an adjusting screw shown at O for regulating the mixture for idling, and this is the only adjustment on the carbureter. Thus when the carbureter is part of the regular equipment of the car it is merely necessary to turn the adjusting screw until the engine idles properly.

In case the carbureter is being fitted to car not regularly equipped with a Zenith, it may be necessary to try different sizes of choke tube X, main jet G, and compensator I, until the desired results are obtained In this case the tests should be made with method. First the main jet should be experimented with. If the engine runs irregularly at high speeds on the level road and the exhaust gas has a bad odor, it is an indication that the jet is too large, resulting in too rich a mixture. If the car will not attain its maximum speed and gives characteristic indications of a lean mixture, such as back firing, it is an indication that the jet is too small.

The compensator, which regulates the flow of gasoline to the other jet H, should then be tested by operating the car on a hill where the engine will labor. If the compensator is too large the engine will show the usual irregularities due to an over rich mixture, while if it is too small the engine will miss fire. Next the Choke tube should be experimented with. If it is too large the engine will not run well at slow speeds and the pick-up will be defective. If the choke tube is too small the pick-up will be good but maximum speed cannot be obtained.

The model L Stromberg carbureter, shown in Fig. 6 is another example of the compensating jet type. It incorporates what the company calls an air-bled jet, air being introduced into the gasoline before it sprays out of the jet. The introduction of the air is dependent upon the suction in the manifold.

The gasoline after leaving the float chamber and passing the orifice F, Fig. 7, is mixed with air taken through bleeder holes in the round headed plug behind the float chamber and holes H to form a highly atomized mixture, which passes through passage N to eight discharge holes in the small venturi. At very low speeds only the gasoline does not enter the venturi at all but is taken through the hole "J" to above the throttle, entering through the idling jet "K." The accelerating well "M" serves as a reservoir, which discharges on acceleration, and refills on deceleration, thus giving flexibility, without requiring any abnormally rich adjustment of the steady running mixture.

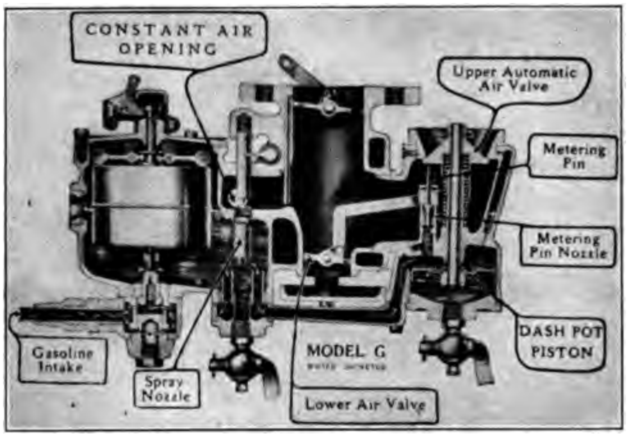


FIG. 8. SECTIONAL VIEW OF RAYFIELD CARBURETER

There are three adjustments: "A," the main adjustment, controls the gasoline supply from the float chamber, regulates the mixture through the whole driving range and should be set so that the motor shows its best life and power. Turning nut "A" to the right raises the needle and gives more gas. If an entirely new adjustment is necessary, nut "A" should be turned to the left, thus lowering needle until it just seats (as shown by its sticking slightly when raised on lifting "A"). Then nut "A" should be turned 24 notches to the right which should give a mixture somewhat rich. After starting and warming up the motor this adjustment may be regulated as necessary for the best driving mixture.

The gasoline for idling is taken in above the throttle and controlled by dilution with air from the inside of the carbureter, as regulated by screw "B," which should be between ½ and 1½ turns to the left, or anti-clockwise, from the seating position After the motor is warm this should be regulated as necessary, turning to right for more gas and to the left, when less gas is required. The idling adjustment is effective only when throttle is nearly closed.

At closed and wide open positions of the throttle, the nut "A" and Needle "E" are stationary, but at positions corresponding to speeds from 10 to 35 miles per hour the needle drops so that "C" rests on "D." This function is based on the fact that a richer mixture is required for full power and wide open throttle than for closed throttle driving, when economy is the main consideration. The amount of this economizer action, or drop of the needle, depends upon the clearance shown at "X" and is controlled by the position of the pointer "L," the extent of the action and consequent leanness of mixture increasing with the number of notches. To make this adjustment, the spark should be retarded and the throttle opened to about a 20-mile per hour position, and the pointer set one notch less than the thinnest mixture on which the motor will run steadily when warm. This will usually be the third or fourth notch.

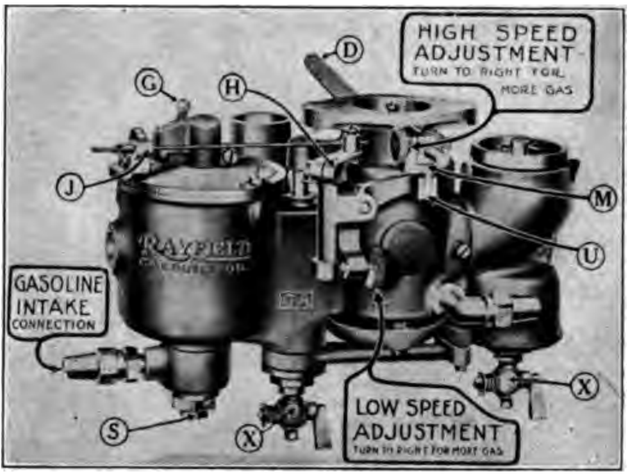

HIGH SPEED ADJUSTMENT
TURN TO RIGHT FOR MORE GAS
D
G
H
J
M
U
RAYFIELD
GASOLINE INTAKE CONNECTION
X
S
X
LOW SPEED ADJUSTMENT
TURN TO RIGHT FOR MORE GAS

FIG. 9. EXTERIOR VIEW OF RAYFIELD CARBURETER

There is also provided a shutter in the air horn, which should be closed to give a rich mixture for starting.

In making adjustments on the model R Schebler carbureter, which has a metering pin operated by the auxiliary air valve, attention should first be given to the air valve cap A, Fig. 7. Turning this raises or lowers the metering pin, thus varying the quality of the mixture.

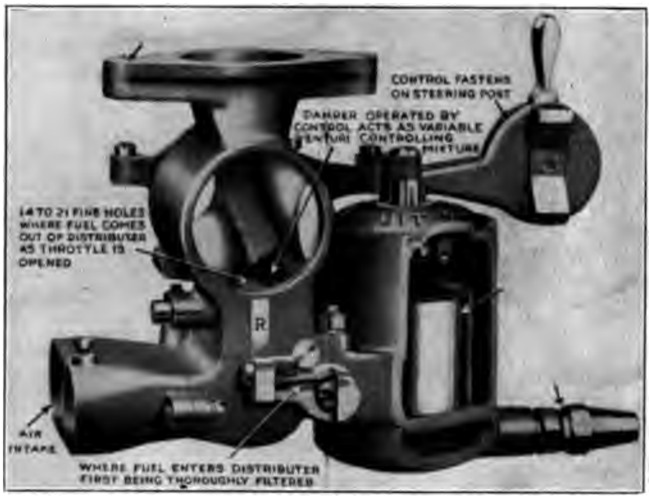
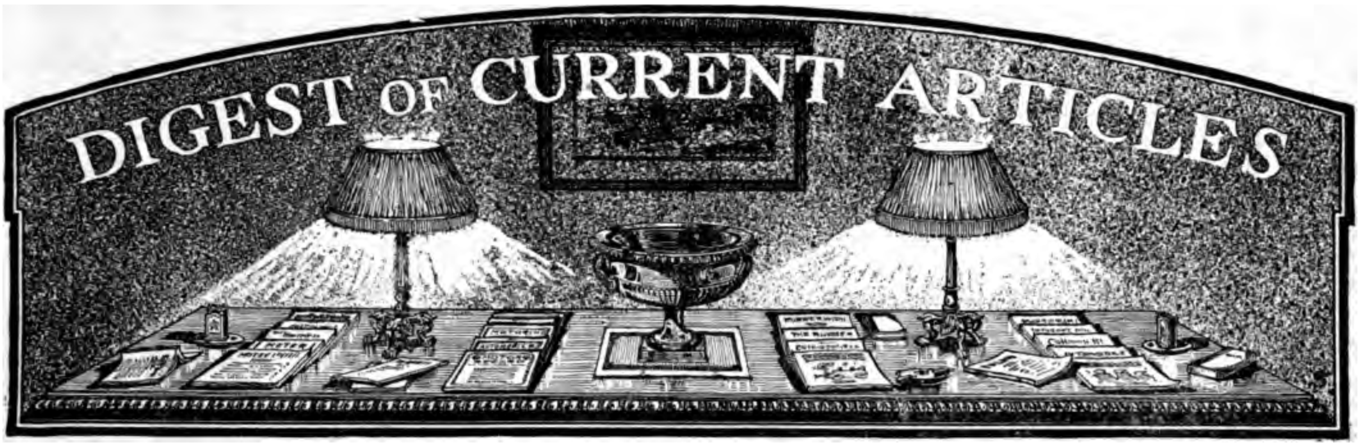

CONTROL FASTENS ON STEERING POST
DAMPER OPERATED BY CONTROL ACTS AS VARIABLE VENTURI CONTROLLING MIXTURE
14 TO 21 FINE HOLES WHERE FUEL COMES OUT OF DISTRIBUTER AS THROTTLE IS OPENED
R
AIR INTAKE
WHERE FUEL ENTERS DISTRIBUTER FIRST BEING THOROUGHLY FILTERED

FIG. 10. MASTER CARBURETER

(Continued on page 203)



ACCORDING to an article in *The Commercial Car Journal,* garages out West are losing business by failing to keep stocked with supplies for making quick spring repairs. The article runs as follows:

An experienced observer who recently made the trip overland by truck from Texas through the southwestern desert country to California, found that there was only one class of trouble that was practically universal in trucks and touring cars operating in this district. This was spring breakage.

There is always a certain amount of overloading and the combination of overloading and extreme severity of road shocks with glowering sun and sand that helps to dry up lubricants quickly, results in more spring breakage than on any other section of the country. It is particularly unfortunate that garages in this territory do no seem to be completely stocked with supplies for making quick spring repairs.

THAT dealers should take confidence from the fact that bankers are showing faith in future business conditions is the subject of an article appearing in *Automobile Topics,* which follows:

Dealers who in spite of themselves at times feel flutters of the heart when they contemplate the possibilities of the future of their business, might take confidence from the way in which financial interests regard the future and act upon their belief. Such is being pointed out by an important executive in reassuring his friends and business associates. Practically all the companies have had to call upon their backers for additional accommodation and support, and it has been forthcoming with a unanimity and alacrity that is guarantee, mute but unescapable, that the suppliers of the necessary resources feel that the investment is one that is highly proper from every point of view.

Conduct of an automobile manufacturing business requires the placing of contracts for materials and supplies leading far into the future. These are skillfully timed with relation to the normal performance of the markets. Hence, the recent abnormal sales situation that is rapidly passing, but which was for a time of considerable embarrassment, brought many companies face to face with two alternatives.

One, the unpleasant and almost unthinkable one, was the relinquishment of contracts that are highly advantageous in the light of present prices for materials. The other and the one that actually was adopted with ease, was the securing of large sums of money from the directorates and their banking connections. When the need was thus put up to a board of directors, the response was immediate and hearty.

"THE greatest need of the country today is increased transportation—of that there is no doubt. This urgent need cannot be met by the curtailment of the legitimate use of automobiles and motor trucks," says M. L. Pulchen, vice-president and general manager of the Federal Motor Truck company, in an article published in the *Detroit Free Press.*

"The engagement of America in the war must eventually result in the most careful co-ordination and co-operation between all classes of transportation—this should come just as soon as possible, too. But this does not mean, I am sure, that rigid rules as to operation of trucks and automobiles should be put in force unless necessary.

"Manufacturers with a full sense of patriotic duty are the last to want the country's chances of winning the war jeopardized and they have been the first to suggest and to put into operation a conservation of materials and fuel when found that this was essential to the end sought.

"No one can consider it extravagance or selfishness, however, on the part of individuals or firms to purchase and operate for their own use automobiles and trucks. It is well to take a sane and conservative view of things and, by doing everything to help yourself, be happy and prosperous, if those pursuits do not impair your country's chances of success, you are rendering a patriotic service.

"There is every indication that business will continue to be good for the duration of the war, and afterwards. When we spend $500,000,000 per month for necessities and luxuries under ordinary conditions—and that increased to a billion a month with war materials added—all spent within our country, it means that our farms, our mines, our factories, our commercial establishments, will all have to work to full capacity.

"This activity all along the line, will, I know, be aided by automobile and truck transportation. The use of automobiles by business men—salesmen, engineers—helps to speed up the work. The use of trucks by business firms gets the materials on the spot—and hastens delivery of finished products.

"The motor driven vehicle has come to mean much to all of us either directly or indirectly. The whole nation acknowledges it's super-usefulness. It is a fact, too, that the majority of autos and trucks are employed usefully. Let us all resolve to use our influence to make them more efficient in the conducting of business and national pursuits. In that way we can help our country to win the war and establish our own and the world's happiness."

Technical Specifications for Pleasure Cars 1917

REVISED MONTHLY

ABBREVIATIONS:—**MOTORS**—**Wisc.**, Wisconsin; **Cont.**, Continental; **Lycmg.**, Lycoming; **Widly**, Weidely; **T'tor**, Teetor; **H-Splm.**, Hershel-Spelman; **Ruten**, Rutenber; **G. B. S.**, Golden, Belknop V Swarts; **Ster.**, Sterling; **North.** Northway; **Masnk.**, Massnick. **SHAPE OF CYLINDERS**—**L.**, Valbes on one side of Cylinder; **T.**, Valves on opposides; **I.**, Valves in head; **F.**, Valves on side and in head; **S.**, Sleeve valve. **CAMSHAFT DRIVE**—**Hel.**, Helical; **Chn.**, Chain; **Spr.**, Spur; **Gr.**, Gear. **COOLING SYSTEM**—**P.**, Pump; **T.**, Thermo Syphon; **A.**, Air Cooled; **†**, Thermostatic Control. **OILING SYSTEM**—**F.**, Force Feed; **S.**, Splash; †Indicates Engine uses Drilled Crankshaft. **CARBURETOR**—**Stmb.** Stromberg; **Schb.**, Schebler; **Rayf.**, Rayfield; **Tilt.**, Tillotson; **Cart.**, Carter; **Newc.**, Newcomb; **John.**, Johnson; **Marv.**, Marvel; **Holl.**, Holley; **Zeni.**, Zenith. **FED BY**—**V.**, Vacuum; **P.**, Pressure; **G.**, Gravity. **IGNITION SYSTEM**—**Eisen.** Eisemann; **West.**, Westinghouse; **Conn.**, Connecticut; **G. X. D.**, Gray-Davis; **Al-Ch.**, Allis Chalmers; **At-K.**, Atwater-Kent; **Auto.**, Autolite; **Split.**, Split-dorf; **V. Si.**, U. S. Lt. & Heat Co., **Wd. Leon.**, Ward-Leonard; **S.**, Single; **D.**, Double; **H.** Hand Spark Advance; **A.**, Automatic Spark Advance; **Dup.**, Duplex. **CLUTCH TYPE**—**D.**, Disc., **DD.**, Dr6 Disc; **O. D.**, Oil Disc; **C.**, Cone; **C-U.**, Control Unit; **F. D.**, Friction Drive. **GEARSET LOCATION**—**U. P. P.**, Unit Power Plant Engine Clutch and Transmission in one unit; **To'T.**, Gearset on Forward end of Torque Tube; **R. Ax.**, Unit with Rear Axle; **C-U.**, Control Unit. **TIRES**—**C.**, Clincher; **Q.**, Quick Detachable; **S.**, Straight Side. **REAR AXLE**—**F.**, Floating; **S.**, F. Semi-Floating; **D.**, Dead. **GEARS**—**Sp. B.**, Spiral Bevel; **Bev.**, Bevel; **C-U.**, Control Unit. **CAR DRIVES THROUGH**—**S.**, Springs; **T.**, Torque Tube; **R.**, Radius Rods. **TORQUE TAKEN BY**—**S.**, Springs; **T.**, Tube; **A.**, Arm; **R.**, Radius Rods. **REAR SPRINGS**—**Semi.**, Semi-Elliptical; **El.**, Elliptical; **Cant.**, Cantilever; **D Cant.**, Double Cantilever; **Plat.**, Platform:]Indicates Hotchkiss Drive used. **BEARINGS**—**B.**, Ball; **R.**, Roller; **P.**, Plane.

		MOTOR															Car-buretor		IG-NITION SYSTEM		TRANSMISSION								RUNNING GEARS				BEARINGS				
																							REAR AXLE														
NAME AND MODEL	Price Touring Car	Make of Engine	Number Cylinders	Bore and Stroke in Inches	Piston Displacemt.	Rated H. P.	Max. Brake H. P.	R. P. M. at Max. H. P.	Shape of Cylinder	How Cylinders are Cast	Wdth. Pist. Ring Grove	Diam. Valve (Clear)	Lift of Valve	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Make	Fed by	Make Type	Make of Starting-Lighting System	Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio	Car Drives Through	Torque Taken By	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel	Weight of Car
Abbott, 6-44	1295	Cont	6	3¼x4½	224	25.35	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	Remy S-H	Remy-1	D D	U P P	Salisbury	¾ F	Sp B	4.75	S	S	122	32x4s	Firestone	Semi	3	B	R	R	....
Abbott, 6-60	1595	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	....	P	F & S	Stmb	..	Remy	Remy	D P	U P P	Salisbury	¾	Sp B	4.30	..	..	122	34x4s	Firestone	Semi	3	....	R & B	R	....
Aland 14-60	....	Own	4	3 x5½	....	....	....	....	I	....	....	....	....	....	T-S	F	Zeni	V	Eisen S-H	U S L 2	D D	U P P	Timken	S F	Sp B	4.33	..	..	122	33x4	....	Semi	3	B	R	B	....
Allen, Classic	895	Own	4	3¾x5	220	22.50	30	1900	L	Blk	¼	1 7/16	5/16	Hel	T-S	F & S	Stmb	V	West S-H	West-2	C	U P P	Own	F	Bev	4.00	S	T	112	32x3½s	Firestone	Semi	2	B-P	B	B	2450
Alter, F-6-40	850	Falls	6	3 x4½	....	21.60	....	....	..	Blk	3/16	....	....	Hel	T-S	F & S	Schb	V	Conn S H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	..	..	114	32x3½	Cleveland	Semi	3	....	....	....	....
Alter, E-4-30	675	LeRoi	4	3⅛x4½	....	15.63	....	....	..	Blk	3/16	....	....	Hel	T-S	F & S	Schb	V	Conn S-H	Al-Ch-1	D D	U P P	Weiss	S-F	Bev	4.25	..	..	106	30x3½	Cleveland	Semi	3	....	....	....	....
American, Six	1375	Amco	6	3⅛x5	212	23.44	45	2200	L	Blk	5/32	1⅝	5/16	Hel	P	Sp	Zeni	V	G & D S-H	G & D-2	D D	U P P	Salisbury	¾ F	Sp B	4.42	S	S	122	32x4 s	Detroit	Semi	3	B-P	B-R	B	2710
Ams-Sterling	875	LeRoi	4	3⅛x4½	138	15.63	....	....	L	Blk	3/16	....	....	Hel	T-S	F & S	Stmb	G	Bosch	Bosch-2	D D	U P P	Adams	¾ F	Sp B	4.50	S	S	110	30x3½s	....	Semi	2	R	B	B	....
Anderson, 200-A	1395	Cont	6	3¼x4½	224	25.35	....	....	L	Blk	3/16	....	....	Hel	P	F & S	own	G	West D-H	West-2	D	U P P	Hess	¾ F	Bev	4.42	S	S	120	33x4 s	Baker	Semi	3	B	B	B	....
Apperson, 8-17	2000	Own	8	3¼x5	332	33.80	65	2500	L	4	3/16	1⅝	5/16	Hel	T-S	F*	John	V	Remy D-H	Bijur-2	D D	Sep	Own	F	Sp B	4.58	S	S	130	35x4½s	Firestone	¾ El	3	R	R	R	3290
Apperson	1790	Own	6	3½x5	289	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F*	Rayf	V	Con D-H	Bijur-2	D D	Sep	Hess	F	Sp B	4.41	S	S	122	34x4 s	Firestone	¾ El	3	R	R	R	....
Arbenz, 25	725	Lycmg	4	3¼x5	....	....	....	....	L	Blk	3/16	....	....	Hel	T-S	S	Cart	G	Delco	Dyneto	C	U P P	Gemco	F	Bev	4.25	..	..	108	30x3½	....	Cant	2	B	R	B	....
Auburn, 6-44	1635	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Rayf	V	Delco S-H	Delco-1	D D	U P P	Columbia	F	Sp B	4.00	S	T	131	35x4½s	Firestone	Cant	3	B-P	R	B	....
Auburn, 6-39	1205	Ttor	6	3⅛x5	230	23.44	42	2200	L	Blk	3/16	1 5/16	5/16	Hel	P	F & S	Rayf	V	Remy S-H	Remy-2	D D	U P P	Columbia	F	Sp B	4.42	S	A	120	34x4s	Firestone	Semi	3	B	R	B	2800
Austin, 12	3750	Widly	12	2⅞x5	389	39.68	....	....	I	3	3/16	....	....	Hel	P	F*	Stmb	V	Delco S-H	Delco-2	D D	U P P	Spec. Aus	tin	2-sp	Axle	S	S	142	34x4½q	Firestone	D Cant	3	B	B & R	R	....
Bell, '17	875	Lycmg	4	3½x5	192	19.60	....	....	L	Blk	¼	....	....	Hel	T-S	F & S	Zeni	V	At K S-H	Dyneto-2	D D	U P P	Adams	F	Bev	4.25	S	S	112	31x4	Firestone	¾ El	2	R	R	B	....
Ben-Hur, 17	1875	Buda	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	....	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.45	..	..	126	35x4½	Miller	Semi	4	B	R	R	....
Biddle, D	2350	....	4	3¾x5⅛	226	22.50	48	2200	L	Blk	3/16	1⅝	⅜	Hel	T-S	F & S	Zeni	V	Eism	G & D-2	D D	U P P	....	¾ F	Bev	4.00	S	S	122	32x4s	Stanweld	¾ El	3	B	B & R	B	2850
Bour-Davis, 17	1250	Cont	6	3¼x4½	244	25.35	46	2800	L	Blk	3/16	1½	7/16	Spur	P	F & S	Stmb	V	Remy	Remy	D D	U P P	Salisbury	¾ F	Sp B	4.57	S	S	118	32x4s	Detroit	Semi	3	B-P	B & R	B	2800
Brewster	*6500	Own	4	4 x5½	276	25.26	60	2200	I	Blk	3/16	....	....	Ch	P	F & S	Zeni	V	Bosch S-H	U S L-1	C	Tr. T	Own	F	Sp B	4.25	T	T	125	34x4½s	Firestone	Cant	3	B	B	R	....
Briscoe, 4-24	725	Own	4	3 3/16x5⅛	208	16.25	30	2000	L	Blk	3/16	1 7/16	9/32	Hel	T-S	S	Cart	G	Conn S-H	Split-2	C	R Ax	Own	F	Bev	4.23	S	A	105	30x3½q	Jackson	El	2	B-R	B & R	B	2020
Buick, D-44 to 47	1265	Own	6	3⅜x4½	....	33.75	60	....	I	Blk	3/16	1⅝	9/32	Hel	P	S	Marv	V	Delco S-H	Delco-1	D P	U P P	W. Mott	F	Sp B	4.08	T	T	118	34x4s	Baker	Cant	4	B	B & R	R	....
Buick, D 34 & 35	795	Own	4	3⅜x4¾	170	18.23	....	....	I	Blk	3/16	....	....	Hel	P	S	Marv	V	Delco S-H	Delco-1	C	U P P	W. Mott	¾ F	Bev	4.08	S	T	106	31x4c	Prudden	Semi	3	B-R	B & R	B	....
Buick-	1495	Own	6	3⅜x4½	....	33.75	60	....	I	Blk	3/16	1⅝	9/32	....	P	S	....	..	Delco S-H	Delco-1	D D	U P P	W. Mott	F	Sp B	....	..	..	124	34x4½s	....	Cant	..	....	....	R	....
Cadillac, 55	2590	Own	8	3⅛x5⅛	314	31.25	....	2650	L	4	3/16	1 11/16	7/32	Ch	P*	F*	own	P	Delco S-A	Delco-1	D D	U P P	Timken	F	Sp B	4.43	S	A	125	36x4½s	Kelsey	Plat	3	B	R	R	....
Cameron, '17	1250	Amco	6	3 x5	212	21.60	....	....	L	Blk	5/32	....	....	Hel	P	F & S	Zeni	V	G & D S-H	G & D-2	D D	R Ax	Own	S-F	Sp B	4.00	R	T	122	32x4	D Wheels	Cant	3	B-R	B	B	....
Case, 40	1190	Own	4	3⅝x6	248	21.03	45	2200	L	Blk	3/16	1⅝	⅜	Hel	T-S	F & S	Rayf	V	Conn S-H	Auto-2	C	U P P	Salisbury	¾ F	Sp B	4.42	T	T	120	34x4q	Goodyear	Cant	3	R-P	R	R	3250
Chalmers, 6-30	1250	Own	6	3¼x4½	224	25.35	45	2650	L	Blk	3/16	1⅝	5/16	Hel	T-S	F & S	Stmb	V	Remy S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.75	S	S	115	32x4s	Kelsey	Semi	3	R	B	R	2725
Chandler, 17	1595	Own	6	3½x5	289	29.40	....	....	L	3	3/16	1 5/16	9/32	Ch	P	F	Rayf	G	Bosch S-H	G & D-2	D D	U P P	Own	F	Sp B	4.40	S	A	123	34x4s	....	Semi	3	B	B	R	3000
Chevrolet	635	Own	4	3 11/16x4	171	21.75	....	....	I	Blk	....	....	....	Hel	P	S	Zeni	G	Conn S-H	Auto-2	C	U P P	Own	¾ F	Bev	3.63	S	S	102	30x3½q	Demount	¼ Cnt	3	B	R	B	....
Chevrolet, D	1385	Own	8	3⅜x4	286	36.45	....	....	I	Blk	3/16	....	....	Hel	P	S	Zeni	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	S	T	120	34x4q	Demount	¼ Cnt	3	B-P	R	C & C	....
Chevrolet, F-A	935	Own	4	3 11/16x5¼	....	21.75	....	....	I	Blk	3/16	....	....	Hel	T-S	S	Zeni	V	Remy S-H	Auto-2	C	U P P	Own	¾ F	Sp B	4.25	S	S	108	33x4s	Demount	¼ Cant	3	B-P	R	C & C	....
Cole, 860	1795	North	8	3½x4½	346	39.22	76	2800	L	4	3/16	1½	5/16	Hel	P	F & S	Stmb	V	Delco S-H	Delco-2	C	U P P	Columbia	F	Sp B	4.46	S	S	127	35x4½q	Goodrich	Semi	3	B	R	R	3440
Colonial, 35	995	Falls	6	3 x4½	....	21.60	....	....	..	Blk	....	....	....	Hel	T-S	F & S	Stew	V	Remy S-H	Al-Ch-1	C	U P P	Lewis	F	Bev	4.41	..	..	116	32x3½	Goodyear	Cant	3	B	B	B	....
Colombia D	1250	Cont	6	3½x4½	224	25.35	38	2000	L	Blk	3/16	1.39	.31	Hel	P	F & S	Stmb	V	A-K	Wd. Leon	D D	U P P	Timken	¾ F	Sp B	4.75	S	A	115	32x4	Firestone	Cant	4	B	R	R	2775
Crawford	1750	Cont	6	3½x5¼	303	29.40	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stmb	V	Bosch	West	D	U P P	Timken	¾ F	Sp B	4.50	..	..	120	34x4	Goodrich	¾ El	3	R	R	R	....
Crow-Elkhart, 35	845	Lycmg	4	3½x5	196	19.60	35	1800	L	Blk	3/16	1 5/16	5/16	Hel	T-S	F & S	Zeni	G	Conn S-H	Dyneto-2	O D	R Ax	Salisbury	F	Bev	4.00	T	T	114	32x3½s	Funk	¾ El	2	B	R	B	2300
Crowther Duryea	650	....	4	3¾x4¼	....	....	....	....	..	Blk	3/16	....	....	....	T-S	....	Schb	G	....	Split	....	R Ax	Duryea	D	S	....	..	..	110	32x3½	....	¾ El	..	....	....	....	....
Cunningham,	4250	Own	8	3¾x5	445	45.00	90	2200	L	4	3/16	1¾	5/16	Hel	P	F	Stmb	V	West S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	S	A	132	37x5	Firestone	Semi	3	B-R	....	R	4350
Daniels, A	3100	H-Splm	8	3¼x5	332	33.80	70	2000	L	4	3/16	1 5/16	⅜	Hel	P	F	Zeni	V	West S-H	West-2	D D	U P P	Timken	¾ F	Sp B	4.42	S	A	127	34x4½s	Firestone	Semi	3	B-R	R	R	3800
Darling	2250	Cont	6	3½x5¼	....	....	....	....	..	....	....	....	....	....	P	F	Stmb	V	At-K	Bijur	D	U P P	Timken	F	Sp B	....	..	..	130	33x4½	....	Semi	..	....	....	....	....
Davis, J	1595	Cont	6	3½x5¼	303	29.40	50	1900	L	Blk	3/16	1 11/16	¼	Hel	P	F & S	Stmb	V	Delco D-H	Delco-2	C	U P P	Columbia	F	Sp B	4.42	S	S	124	34x4½	Firestone	Semi	3	B	R	R	3080
Davis, H	1295	Cont	6	3¼x4½	224	25.35	38	2000	L	Blk	3/16	1 9/16	¼	Hel	P	F & S	Stmb	V	Delco D-H	Delco-2	C	U P P	Columbia	¾ F	Sp B	4.58	S	S	119	34x4	Firestone	Semi	3	B	R	B	2760
Detroiter, 6-45	1250	Cont	6	3¼x4½	224	25.35	45	2400	L	Blk	3/16	1⅝	¼	Hel	P	F & S	Ball	V	Conn S-H	Auto-1	D D	U P P	Timken	S-F	Sp B	4.75	S	S	119	33x4s	Kelsey	Semi	3	B-P	R	R	2675
Dispatch, G	1210	Wisc	4	3¾x5	220	22.50	36	2000	L	Blk	3/16	1 11/16	7/16	Hel	T-S	F*	Rayf	V	Bosch S-H	U S L	CU	C U	Own	New	C U	4.12	R	S	120	33x3½q	Goodyear	El	3	B	B	B	2200
Dixie, Flyer	895	Lycmg	4	3¼x5	166	16.92	29	1900	L	Blk	3/16	1⅝	5/16	Hel	T-S	S	Cart	V	Conn S-H	Dyneto-2	C	U P P	Peru	F	Sp B	4.75	T	T	112	32x3½s	Stanweld	¾ El	2	B-P	B & R	B	2300
Dodge Brothers	835	Own	4	3⅞x4½	212	24.03	....	....	L	Blk	3/16	....	....	Hel	P	F & S	Stew	V	Delco S-H	N. East-1	D D	U P P	Own	F	Sp B	3.61	T	T	114	32x3½s	Kelsey	¾ E.†	3	B	R	R	....
Dorris, I B-6	2475	Own	6	4 x5	377	38.40	60	2000	..	3	¼	1¾	22/64	Hel	P	F*	Stmb	V	Bosch S-H	West-2	D D	U P P	Timken	F	Sp B	4.08	S	..	128	36x4½s	Stanweld	Plat	7	R	R	R	3797
Dort	725	Own	4	3¼x5	166	16.90	33	1900	L	Blk	3/16	1⅝	19/64	Hel	T-S	S	Cart	G	Conn S-H	West-2	C	U P P	Walker W	¾ F	Bev	4.07	S	T	105	30x3½s	Jackson	Cant	2	B	B R & P	B	2125
Drexel	1295	Ferro	8	....	....	....	....	....	..	....	....	....	....	....	....	....	....	..	....	....	....	....	....	....	....	....	..	..	....	....	....	....	..	....	....	....	....
Drummond	....	H-Splm	8	3 x5	284	....	70	2400	L	....	¼	1⅝	¼	Hel	P	F	Zeni	V	est S-H	West-1	D	U P P	Columbia	F	Sp B	4.42	..	A	120	34x4	....	Cant	3	B	R	R	3000

*Cost of Chassis only.

Eagle-Rotary	700	Own	5	3¼x3½	...	21.13	...	....	L	Sing	5/16	....	....	.....	R M	S	Zeni	G	At K S-A	Al-Ch-1	D D	U P P	American	S-F	Bev	4.00	..	..	108	34x4	Stanweld	Cant†	..	.....	....	.....	....
Economy, 4-36-	985	....	4	3¾x4¼	...	36.90	...	....	....	.....	....	....	....	.....	T-S	S	Schb		Conn	Dyneto-2	D	U P P	......	F	.....	4.83	..	..	115	32x3½	Firestones	Cant	..	.....	....	.....	....
Economy, 8-48-	1395	....	8	3 x3½	198	28.80	...	....	I	Blks	....	....	....	.....	....	F	Zeni		Conn	Dyneto-2	D P	U P P	......	F	.....	4.83	..	..	115	33x4	Firestone	Semi	..	.....	....	.....	....
Elcar, 2	845	Lycmg	4	3½x5	192	19.60	34	1800	L	Blk	5/16	1⅜	5/16	Hel	T-S	S	Cart	V	Delco S-H	Dyneto-2	D D	U P P	Salisbury	F	Sp B	4.08	S	T	115	32x3½ s	Stanweld	Semi	2	B-R	B & R	B	2245
Elgin	985	Falls	6	3 x4¼	180	21.60	35	2000	I	Blk	5/16	1	5/16	Hel	T-S	F & S	Stmb	V	Remy S-H	Wagner	D D	U P P	Salisbury	F	Sp B	4.50	S	A	116	33x4 s	Stanweld	Cant	3	B	B	B	2500
Empire, 50	1125	Ttor	4	3⅞x5	236	24.03	36	1950	T	Blk	5/16	2	.31	Hel	P	S	Stmb	V	Conn S-H	Auto-2	D D	U P P	Peru	¾ F	Bev	4.00	S	T	115	33x4 s	Stanweld	Semi†	3	B-P	R	B	2810
Empire, 70-A-6	1285	Cont	6	3¼x4½	224	25.35	39	2200	L	Blk	¼	1⅜	.28	Hel	P	F & S	Stmb	V	Conn S-H	Auto-2	D D	U P P	Hess	F	Sp B	4.42	S	S	120	34x4 s	Stanweld	¾ El†	3	B-P	B & R	B	3000
Erie, 33	795	GBS	4	3¾x4½	...	22.50	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Schb	G	Dixie	Dyneto-2	D	U P P	Salisbury	¾ F	Bev	4.00	..	..	118	33x4	Firestone	¾ El	3	B	R	B	....
Fiat, 55	5500	Own	4	5⅛x6¾	557	42.03	...	....	L	Blk	..	....	....	Hel	P	F	Zeni	P	Bosch D-H	West-2	O D	Sep	Own	S-F	Sp B	2.75	T	T	140	35x5 c	Firestone	Semi	3	B	B	B	....
Ford, T	360	Own	4	3¾x4	176	22.50	20	1400	L	Blk	¼	1 5/16	9/32	Spr	T-S	S & G	Holl	G	Own S-H	....	O D	U P P	Own	S-F	Bev	3.63	T	T	100	30x3½ c	Clincher	Trans.	3	P	R	B	1500
F. R. P. 45 (16 valve)	*7000	Own	4	4⅝x6¾	448	34.28	...	....	I	Blk	¼	....	....	Wm	P	F & S	Long	P	Bosch 2-Pt	Bosch-2	C	Sep	Own	F	Bev	3.00	S	T	140	33x4½	D Wheels	Semi	3	B	B	B	....
Franklin, 9	2050	Own	6	3¼x4	199	25.35	...	....	I	Sing	5/16	1 5/16	5/16	Hel	A	F*	own	V	At K S-A	Dyneto-1	O D	Sep	Own	S-F	Sp B	3.92	S	S	115	32x4 s	Goodyear	El**	7	B	B	B	2280
Geneva	2500	H-Splm	6	4 x5½	415	13.40	...	....	T	3	9/32	....	....	Hel	P	F & S	Rayf	V	Else'n S-H	West-2	D D	U P P	Timken	F	Sp B	3.76	S	S	139	34x4½	D Wheels	Semi†	3	R	R	R	....
Glide, 40	1295	Ruten	6	3⅛x5	230	23.44	45	2400	L	Blk	9/32	1 5/16	11/32	Hel	P	F & S	Rayf	V	West S-H	West-2	D D	U P P	American	¾ F	Sp B	4.64	S	S	119	34x4 s	Goodyear	¾ E†	3	B-P	B	B	2850
Grant, K	875	Own	6	3 x4¼	180	21.60	40	2500	I	Blk	5/16	1¼	9/32	Hel	T-S	S	Stmb	V	Remy S-A	Wagner-2	C	U P P	Peru	F	Bev	4.50	T	T	112	32x3½ s	Firestone	Cant	3	B-P	B & R	B	....
Great Eagle, 17-4	3500	Wisc	4	4¾x5½	...	36.10	...	....	L	2	¼	..	....	Hel	P	F & S	Stmb	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	4.50	..	..	146	37x5	Firestone	Cant	3	....	....	....	....
Hal, 12	2600	Widly	12	2⅞x5	389	39.68	...	....	I	3	5/16	....	....	Hel	P	F	Stmb	V	Remy D-H	West-2	D D	U P P	Timken	F	Sp B	4.46	S	S	135	34x4½ s	Stanweld	Semi†	3	B	R	R	....
Hackett, 4	888	G-B & S	4	3¾x4¼	188	22.50	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Cart	V	G & D S-H	G & D-2	O D	U P P	Weiss	S-F	Bev	4.00	S	S	112	32x3½	Firestone	¾ El†	3	R	R	B	....
Harroun, A	785	Own	4	3¼x5¼	174	16.90	43	2400	I	Blk	5/16	1⅞	5/16	Hel	T-S	F & S	Stmb	V	Bosch S-H	Remy-2	O C	U P P	Own	F	Bev.	4.00	S	T	107	30x3½q	Demount	Cant	3	B	B & R	R	2000
Harvard, 4-20	*750	Sterl	4	3 x4¼	120	14.40	...	....	L	Blk	5/16	....	....	Hel	T-S	S & F	Zeni	G	At K S-H	Wagner-2	C	U P P	Det G Di	S-F	Bev.	4.00	S	S	100	28x3	Baker	Cant	2	B-P	B & R	B	....
Hatfield	800	G-B & S	4	3¾x4¼	188	22.50	36.9	2800	I	Blk	5/16	1⅝	9/32	Gbn	T-S	F & S	Stmb	V	C n S-H	Disco-2	O D	U P P	Peru	F	Bev	4.23	S	S	106	31x4	Detroit	Cant	3	B	R	B	2350
Hatfield	950	G-B & S	4	3¾x4¼	188	22.50	36.9	2800	L	Blk	5/16	1⅝	9/32	Chn	T-S	F & S	Stmb	V	Conn S-H	Dyneto-2	O D	U P P	Peru	F	Bev	.....	S	S	115	32x4	Firestone	¾ El	3	B	R	B	2350
Haynes, 40	2095	Own	12	2¾x5	365	36.30	70	2200	I	6	5/16	1.31	.31	Chn	P*	F	Rayf	V	Delco SHA	Leece-N 2	D D	U P P	Own	¼ F	Sp B	4.42	S	S	121	35x4½ s	Firestone	Semi†	3	B	B	B	3250
Haynes, 36	1595	Own	6	3½x5	289	29.40	50	2200	L	Blk	5/16	1.50	.37	Hel	P	S	Rayf	V	Remy S-H	Leece-N 2	D D	U P P	Own	¼ F	Sp B	4.42	S	S	121	34x4 s	Firestone	Semi†	3	B	B	B	3075
Hollier, 178	1185	Own	8	3 x4¼	240	28.80	40	2000	L	4	5/16	1⅜	5/16	Hel	T-S	F & S*	Dupl	V	At K DHA	Split-1	C	U P P	Own	F	Sp B	4.50	T	T	116	34x4 s	Firestone	Cant	3	B	B	R	2700
Hollier, 186	985	Falls	6	3 x4¼	180	21.60	35	2150	I	Blk	5/16	1¼	5/16	Hel	T-S	S	Stew	V	Remy S-A	Al-Ch-1	C	U P P	Own	F	Sp B	4.50	T	T	116	32x3½ s	Firestone	Cant	3	B	B	R	2500
Howard	.....	Cont	6	3¼x4½	...	......	28	2200	L	....	¼	....	....	Hel	P	F & S	Stew	V	At K S-A	1	D D	U P P	Hess	F	Sp B	4.75	S	S	118	32x4	....	Semi-El	3	B	B & R	R	1550
HomerLaughn, D	*1050	Own	8	2¼x3¾	120	16.20	38	2800	L	4	5/16	1	7/32	Chn	T-S	S	Engl	P	At K D-A	Disco-1	F D	....	Own	D	......	.....	R	..	112	30x3½	Spranger	C Cant	2	B	B	B	1650
Hudson-Super 6	1650	Own	6	3½x5	288	29.40	76	2450	L	Blk	5/16	1⅝	.31	Hel	P	S	own	P	Delco SHA	Delco-1	O D	U P P	Timken	S-F	Sp B	4.46	S	S	125	35x4½ s	Kelsey	Semi†	4	R-P	R	R	3200
Hupmobile N & NR	1385	Own	4	3¾x5½	243	22 50	38	1700	L	Blk	5/16	1¾	9/32	Chn	T-S	F & S	Zeni	G	At K SHA	West-2	O D	U P P	Own	¾ F	Sp B	4.64	S	S	119	34x4 s	Firestone	Semi†	3	B-R	B	R	2850
Inter-State, T	925	Own	4	3½x5	193	19.60	31	1900	L	Blk	5/16	1¾	9/32	Hel	T-S	S	Schb	G	Remy S-H	Remy-2	C	R Ax	Peru	¾ F	Bev	4.00	T	T	110	33x4q	Firestone	¾ El	3	B-R	B R	B	3575
Jackson	1395	Ferro	8	3 x3½	198	28.80	48	2300	I	Blk	5/16	1⅝	.325	Hel	T-S	F	Zeni	V	Auto S-A	Auto-2	D D	U P P	Salisbury	F	Sp B	4.75	S	S	118	34x4 s	Detroit	El	3	R	R	B & C	2800
Jeffrey, 671	1465	Own	6	3½x4⅝	267	29.40	53	2200	L	Blk	5/16	1⅝	5/16	Chn	P	F & S	Rayf	V	Delco S-H	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	S	S	125	34x4q	Stanweld	¾ El	3	R	R	R	3060
Jeffrey, 472	1095	Own	4	3¾x5¼	232	22.50	...	....	L	Blk	¼	..	....	Hel	P	F & S	Stmb	V	Magneto	Bijur-2	D D	U P P	Own	S-F	Sp B	4.50	S	S	116	34x4q	Stanweld	¾ El†	3	R	R	R	....
Jones, B-26	1475	Lewis	6	3½x5¼	288	29.40	55	2650	L	Blk	5/16	1½	5/16	Hel	T-S	F & S	Stmb	V	Remy D-H	Auto-2	D D	U P P	Timken	F	Sp B	5.00	S	S	125	34x4	Firestone	Semi†	3	R	R	R	3000
Jordan, 17	1795	Cont	6	3½x5¼	303	29.40	60	2275	L	Blk	5/16	1 7/32	5/16	Hel	P	F & S	Stmb	V	Bosch S-H	Bijur-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	127	35x4½	Firestone	Semi†	3	B	R	R	3070
King, E	1650	Own	8	3 x5	283	28.80	60	2400	L	4	5/16	1½	5/16	Chn	T-S	F	Ball	V	At K S-H	Bijur	D D	U P P	American	F	Sp B	4.64	S	A	120	34x4 s	Stanweld	Cant	3	R-B	....	B	3150
Kissel, 100 pt. 6	1295	Own	6	3¼x5	249	25.35	...	....	L	Blk	¼	....	....	Hel	P	F & S	Stmb	V	Remy S-H	Remy-2	C	U P P	Own	F	Sp B	4.58	S	S	117	34x4 s	Stanweld	¾ El†	3	B	R	R	....
Kissel, 6-42	1750	Own	6	3⅝x5½	340	31.54	...	....	L	Blk	5/16	....	....	Hel	P	F & S	Stmb	V	Else'n S-H	West-2	D D	U P P	Own	F	Sp B	4.25	S	S	128	34x4½ s	Stanweld	¾ El†	3	B	R	R	....
Kissel 12--------	2250	Widly	12	2⅞x5	...	39.70	...	....	I	....	....	....	....	Hel	P	F	Stmb	V	Delco	Delco	D	....	....	....	Sp B	....	S	..	128	34x4½	....	¾ El	3	B	R	B	....
Kline, 6-38	1295	Cont	6	3¼x4½	224	25.35	...	....	L	Blk	¼	....	....	Hel	P	F & S	Rayf	V	West S-H	West-2	D D	U P P	Hess	F	Sp B	4.50	S	S	120	34x4 s	Firestone	¾ El†	3	B	R	B	....
Lambert, 90	.....	Ruten	4	4¼x5¼	...	.....	...	....	L	....	¼	....	....	Spv	....	S	Schb	V	Remy S-H	Remy	......	......	Salisbury	S-F	.....	....	..	..	115	34x3½	....	El	..	....	....	B	....
Lambert, 80	.....	Cont	6	3¼x5½	224	.....	...	....	L	....	¼	....	....	Spv	P	S	Schb	V	Remy S-H	Remy-1	......	......	Salisbury	S-F	.....	....	S	S	112	33x4	....	El	..	....	....	B	....
Laurel, 35	895	G-B & S	4	3¾x4¼	188	22.50	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Schb	G	Split S-H	Disco-2	O D	U P P	Peru	F	Bev	4.25	S	T	112	32x3½ s	Goodyear	Cant	..	B	R	B	....
Lenox, O	2650	Buda	6	3¾x5½	364	33.50	...	....	..	Blk	¼	....	....	Spur	P	S	Cart	V	Else'n S-H	Bijur-2	D D	U P P	Timken	F	Sp B	4.10	..	..	130	34x4½	Firestone	Semi-El	3	....	....	....	....
Lexington, 6-P	2875	Cont	6	4⅛x5¼	421	40.84	...	....	L	3	¼	....	....	Hel	P	F & S	Stmb	V	At K D-H	West-2	C	U P P	Timken	F	Sp B	4.08	S	T	144	36x4½ s	Firestone	¾ El	3	B	R	R	....
Lexington, 6-O	1345	Cont	6	3¼x4½	224	25.35	40	2250	L	Blk	¼	1⅝	9/32	Hel	P	F & S	Rayf	V	Conn S-H	West-2	D D	U P P	Hess	F	Sp B	4.75	S	S	116	32x4 s	Goodyear	¾ El†	3	B-P	B & R	B	2675
Liberty Six, 10-B	1350	Cont	6	3¼x4½	224	25.40	45	2200	L	Blk	5/16	1⅞	9/32	Hel	T-S	F & S	Stmb	V	Delco S-H	Delco-2	D D	U P P	Timken	S-F	Sp B	4.75	S	S	115	32x4 s	Firestone	Semi†	3	B	R	R	2680
Locomobile, 48 S 2	5950	Own	6	4½x5½	525	48.60	90	2100	T	2	¼	2⅛	⅜	Hel	P	F & S	Ball	P	Berling M	West-2	D D	Sep	Own	F	Sp B	3.85	R	A	142	37x5q	Firestone	¾ El	7	B	B	R	5150
Locomobile, 38 S 2	5000	Own	6	4¼x5	426	43.35	75	2100	T	2	¼	2⅛	⅜	Hel	P	F & S	Ball	P	Berling M	West-2	D D	Sep	Own	F	Sp B	3.85	R	A	139	37x5q	Firestone	¾ El	7	B	B	R	4950
Lozier 84	1695	Own	4	4¼x6½	369	28.90	...	....	L	Blk	¼	....	....	Chn	P	F & S*	Stew	P	Bosch D-H	G & D-2	O D	U P P	Timken	F	Bev	3.91	..	..	120	36x4½ s	Stanweld	Plat†	3	....	....	....	....
Lozier, 82	2775	Own	6	3⅞x6	424	36.04	...	....	L	3	¼	....	....	Chn	P	F & S*	Rayf	P	Else'n S-H	G & D-2	O D	U P P	American	F	Sp B	3.27	..	..	132	36x4½ s	Stanweld	Plat†	3	....	....	....	....
Luverne, 760	1750	Cont	6	3¾x5¼	348	33.75	...	....	L	3	5/16	....	....	Chn	P	F & S	Schb	V	At K S-H	Bosch-2	D D	U P P	Hess	F	Sp B	4.00	S	S	132	35x4½ s	D Wheels	Semi†	4	B	B & R	R	....
Macon, A	875	Sterl	4	3 x4¼	...	14.40	...	....	L	Blk	....	....	....	Hel	T-S	S	Zeni	V	Conn	Wagner-2	D D	U P P	Timken	S-F	Sp B	4.75	..	..	114	32x3½	....	Semi	2	B	R	R	....
Madison, 4	1285	Ruten	6	3⅛x5	230	23.44	48	2200	L	Blk	¼	1⅛	5/16	Hel	P	S	Rayf	V	Remy S-H	Remy-2	D D	U P P	American	F	Sp B	4.64	S	S	120	34x4 s	Firestone	¾ El†	3	B	B	B	2960
Majestic, A	1650	Colonial	8	3 x5	283	.....	...	....	..	Blk	....	....	....	Chn	T-S	F	Ball	V	At K S-H	....	D D	U P P	Salisbury	F	Sp B	4.42	S	S	135	35x5	Firestone	Semi	3	B-R	B	B	....
Majestic, M	3000	H-Splm	8	3¼x5	332	.....	...	....	..	Blk	....	....	....	Hel	Gr	F	Ball	V	At K S-H	....	D D	U P P	American	¾ F	Sp B	4.30	S	S	125	32x4	Firestone	Semi	3	B-R	R	B	....
Malbohm, A	795	Own	4	3⅛x4	122	15.63	29	2360	L	Blk	5/16	1⅜	5/16	Hel	T-S	F & S	Zeni	G	At K S-H	Disco-1	D D	U P P	Weiss	¾ F	Bev	4.00	S	S	105	30x3½ c	Prudden	Semi†	3	B	R	B	1820
Marion-Hanly, A	1350	Ruten	6	3⅛x5	230	23.44	45	2400	L	Blk	9/32	1 9/32	5/16	Hel	P	F & S	Stmb	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.42	S	S	120	32x4 s	Firestone	Semi†	3	B-P	B & R	B	2860
Marion-Hanly, B	1650	Cont	6	3½x5¼	303	29.40	55	2100	L	Blk	5/16	1.31	.31	Hel	P	F & S	Stmb	V	West S-H	West-2	D D	U P P	Salisbury	F	Sp B	4.07	S	S	125	35x4½ s	Firestone	Semi†	3	B	B & R	B	3060
Marmon, 34	3100	Own	6	3¾x5⅛	340	33.75	74	2450	I	Blk	5/16	1¾	.37	Hel	P*	F	Stmb	G	Bosch S-H	Bosch-2	C	To-T	Own	¾ F	Sp B	3.69	T	T	136	32x4½q	D Wheels	C Trans	4	B-R	B R	R	3215
Maxwell, 25	745	Own	4	3⅝x4½	186	21.03	25	1700	L	Blk	5/16	1 11/32	19/64	Hel	T-S	F & S	K.D.	G	At K S-H	Simms-1	O C	U P P	Own	¾ F	Bev	3.58	S	T	103	30x3½ c	D Wheels	¾ El	2	R-P	R	B	1960
McFarlan, 127	3800	Ttor	6	4½x6	573	48.60	100	1850	T	Blk	¼	2	.34	Hel	P	F & S	Stmb	V	Bosch D-H	West-2	D D	Sep	Timken	F	Sp B	3.77	S	S	137	35x5 s	Firestone	Semi	4	R	R	R	4465
Mercer, 22-73	3500	Own	4	3¾x6¾	298	22.50	72	2800	L	Blk	5/16	2⅛	⅜	Chn	P	F	Zeni	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.87	S	S	132	34x4½q	Howard	Semi†	3	B	B R	R	3900
Mercer, 22-73	*3400	Own	4	3¾x6¾	298	22.50	72	2800	L	Blk	5/16	2⅛	⅜	Chn	P	F	Zeni	V	Bosch S-H	U S L-1	D D	Sep	Own	F	Sp B	3.22	S	S	115	32x4q	Howard	Semi†	3	B	B R	R	....
Metz, 25	650	Own	4	3⅞x4	189	24.03	...	....	L	Blk	5/16	....	....	Spr	T-S	S	AWT	G	West S-A	G & D-2	F D	....	Own	....	.....	4.00	R	R	108	32x3½ c	Mott	El	3	....	R	B	3100
Mitchell, C-42	1525	Own	6	3½x5	289	29.40	52	2000	L	Blk	¼	1⅞	5/16	Hel	P	S	Rayf	V	Conn S-H	West-2	C	T T	Own	F	Bev	4.41	T	T	127	34x4 s	Standwel	Cant	3	B-R	B & R	R	3160
Mitchell, D-40	1250	Own	6	3¼x5	249	25.35	46	2200	L	Blk	5/16	1⅞	5/16	Hel	P	S	Rayf	V	Conn S-H	Split-2	C	T T	Own	¾ F	Sp B	4.41	T	T	120	32x4 s	Stanweld	Cant	3	B R	B & R	B	2860
Moline-Kngt, 50	1840	Own	4	4 x6	301	25.60	52	1700	S	Blk	¼	....	....	Chn	T-S	F	Schb	V	Conn S-H	Comb	C	Sep	mken	S-F	Sp B	4.00	S	A	122	35x4½ s	Firestone	C Trans	3	R-P	R	R	3152
Moline-Kngt, 40C	1495	Own	4	3¾x5	220	22.50	...	....	S	Blk	¼	....	....	Chn	T-S	F	Schb	V	Conn S-H	Comb	C	Sep	Timken	S-F	Sp B	4.30	S	A	118	34x4 s	Firestone	C Trans	3	R-P	R	R	3012
Monitor, C	895	G-B & S	4	3¾x4¼	188	22.50	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Schb	G	.... D-H	Heinze-2	O D	U P P	Adams	F	Bev	4.50	S	S	110	32x3½ s	Goodrich	¾ El	3	B-R	R	B	....
Monitor, N	1095	Cont	6	3¼x4½	224	25.35	...	....	L	Blk	¼	....	....	Hel	P	S	Stmb	V	Heinze DH	Heinze-2	D D	U P P	Adams	F	Bev	4.50	S	S	117	33x4 s	Goodrich	¾ El	3	B-R	R	B	....
Monroe, M-4	1095	Own	4	3¼x4½	150	16.90	44	2600	I	Blk	5/16	1⅝	⅜	Hel	T-S	F	Zeni	V	Conn S-H	Auto-2	D D	U P P	Hess	S-F	Sp B	1.75	S	A	115	32x4 s	Firestone	C Cant	2	B	R	R	2375
Moon, 6-66	1750	Cont	6	3½x5¼	303	29.40	...	....	L	Blk	5/16	....	....	Hel	P	F & S	Rayf	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.42	S	S	124	35x4½ s	Firestone	Semi†	3	B-P	R	R	....
Moon, 6-45	1485	Cont	6	3¼x4½	224	25.35	45	2000	L	Blk	5/16	1⅜	¼	Hel	P	F & S	Rayf	V	Delco S-H	Delco-2	D D	U P P	Hess	¾ F	Sp B	4.60	S	S	118	34x4	Firestone	Semi†	3	B-P	B & R	B	2950
Moore, 30	550	G-B & S	4	3¾x4½	188	22.50	37	2800	L	Blk	¼	1⅝	7/32	Chn	T-S	F & S	Schb	V	Split S-H	Disc-2	O D	U P P	Peru	F	Sp B	4.00	S	A	106	30x3½	Detroit	Cant	3	B	B & P	B	1830
Murray, 70-T	2500	H-Splm	8	3¼x5	332	33.80	80	2700	L	4	5/16	....	....	Hel	P	F	Zeni	V	Split D-H	West	D D	U P P	Timken	F	Sp B	4.46	S	S	128	34x4½ s	Firestone	¾ El	3	R	R	R	3750
Napoleon, 30	795	Lycmg	4	3¼x5	166	19.60	32	2400	L	Blk	5/16	....	....	Hel	T-S	F & S	Zeni	V	Conn D-H	Dyneto-2	D D	U P P	Mott	S-F	Bev	4 00	S	S	112	31x4	Prudden	Cant	2	R	B & R	B	2250
National, 12	2595	Own	12	2⅞x4¾	370	39.60	80	2800	L	6	5/16	1 21/64	.320	Hel	P	F	Rayf	V	Delco S-H	Bijur-2	C	U P P	Columbia	F	Sp B	4.58	S	A	128	34x4½q	Firestone	Cant	3	B	R	R	3530
National, 6	1995	Own	6	3½x5¼	303	29.40	51	1900	L	Blk	5/16	154	.302	Hel	P	F & S	Rayf	V	Split S-H	West-2	C	U P P	Columbia	F	Sp B	4.85	S	A	128	34x4½q	Firestone	Cant	3	B	R	B	3417
Nelson	1700	Own	4	3⅛x4¾	146	15.60	...	....	I	Blk	..	....	....	Bev	T-S	F & S	Zeni	V	Bosch S-H	U-S-L-1	O D	R. Ax	Own	F	Sp B	4.25	..	..	104	32x4 s	Kelsey	Semi	2	B-R	B & R	B	....
Oakland, 34	945	North	6	2 13/16x4¾	177	19.04	41	2500	I	Blk	5/16	1 9/32	5/16	Hel	P	S	Marv	V	Delco S-H	Delco-2	C	U P P	Mott	F	Bev	4.50	S	S	112	32x4 s	Baker	Semi†	3	B-R	R	R	2150
Ogren, 6-50	2500	Cont	6	3¾x5¼	348	33.75	...	....	L	....	....	....	....	.....	P	F	Rayf	V	Bosch	West-1	D D	U P P	Timken	F	Bev	3.75	S	S	132	34x4½	Stanweld	Semi	..	R	....	R	....
Oldsmobile, 45	1465	Own	8	2⅞x4¾	246	26.55	58	2600	L	4	5/16	1¼	11/32	Hel	P	F	John	V	Delco S-A	Delco-2	C	U P P	Mott	F	Sp B	4.91	S	S	120	33x4 s	Baker	¾ El†	2	B-R	B & R	R	2985
Oldsmobile 6---	1185	Own	6	2 13/16x4¾	...	18.90	...	....	L	Blk	....	....	....	Hel	P	......	John	V	Delco	Delco	C	U P P	W. Mott	F	Sp B	4.60	..	..	112	32.4	Baker	Semi	3	B-R	B R	R	....
Overland, 85B------	895	Own	4	4⅛x4½	240	27.23	35	1690	L	Blk	5/16	1½	11/32	Hel	T-S	S	Tilt	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Bev	4.00	T	T	112	32x4 s	Stanweld	Cant	5	B-R	B & R	R	2835
Overland, 85-6-B	1025	Cont	6	3¼x4½	223	25.35	38	2240	L	Blk	¼	139	9/32	Hel	P	F & S	Tilt	V	Conn S-H	Auto-2	C	R Ax	Own	¾ F	Sp B	4.60	T	T	116	32x4 s	Stanweld	Cant	3	B-R	B & R	R	2993
Overland, 90	750	Own	4	3⅜x5	178	18.23	35	2090	L	Blk	5/16	1⅜	9/32	Hel	T-S	S	Tilt	V	Conn S-H	Auto-1	C	R Ax	Own	¾ F	Bev	4.00	T	T	106	31x4 c	Stanweld	Cant	2	B-R	B & R	R	2350

NAME AND MODEL	MOTOR																Car-buretor		IG-NITION SYSTEM		TRANSMISSION								RUNNING GEARS				BEARINGS				
																							REAR AXLE														
	Price Touring Car	Make of Engine	Number Cylinders	Bore and Stroke in Inches	Piston Displacemt.	Rated H. P.	Max. Brake H. P.	R. P. M. at Max. H. P.	Shape of Cylinder	How Cylinders are Cast	WdthPist.Ring Grove	Diam. of Valves (Clear)	List of Valve	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Make and Type	Fed by	Make Type	Make of Starting-Lighting System	Clutch Type	Gearset Location	Make	Type	Type of Gears Used	Gear Ratio	Car Drives Through	Torque Taken By	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bgs.	Gearset	Rear Axle	Front Wheel	Weight of Car
Owen-Magnetic, O-36	3950	Cont	6	3¾x5½	364	33.75	60	2000	L	Blk	5/16	1 11/16	5/16	Hel	P	F & S	Zeni	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	American	F	Sp B	3.50	S	A	136	35x5 s	D Wheels	Semi	4	....	R	......	4520
Owen Magnetic, M-25	3300	Cont	6	3½x5¼	303	29.40	50	2000	L	Blk	5/16	1.54	5/16	Hel	P	F & S	Zeni	V	Bosch S-H	Owen Sys	Ow. M	ag. Tr.	Timken	¾ F	Sp B	4.08	S	S	125	34x4½ s	Stanweld	Semi†	3	....	R	......	4020
Packard, 3-25	3450	Own	12	3 x5	424	43.20	95	2600	L	6	5/16	1½	.344	Chn	P	F	own	P	DelcoS-HA	Bijur-2	D D	U P P	Own	S-F	Sp B	4.36	S	A	128	35x5q	Contin'al	Semi	3	B-R	B	R	4150
Packard, 3-35	3850	Own	12	3 x5	424	43.20	95	2600	L	6	5/16	1½	.344	Chn	P*	F	own	P	DelcoS-HA	Bijus-2	D D	U P P	Own	S-F	Sp B	4.36	S	A	136	35x5q	Contin'al	Semi	3	B-R	B	R	....
Paige-Linwood, 6-39	1260	Ruten	6	3⅛x5	230	23.44	45	2350	L	Blk	5/16	1 5/16	.312	Hel	P*	F & S	Stmb	G	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.83	T	T	117	32x4 s	Firestone	Cant	3	B-R	B & R	B	2778
Paige, Stratford, 6-51	1595	Cont	6	3½x5¼	303	29.40	51	1900	L	Blk	5/16	1.54	.305	Hel	P	F & S	Rayf	V	Remy S-H	G & D-2	O D	U P P	Salisbury	¾ F	Sp B	4.50	T	T	127	35x4½ s	Kelsey	Cant	3	B-R	B & R	R	3373
Pan American Six	1500	Ruten	6	3⅛x5	...	23.44	...	.....	..	.....	....	....	....	.....	.....	......	......	...	G & D	G & D	D P	......	Timken	....	......	.....	..	..	120	32x4	Firestone	Semi	..	.....	R	......	....
Partin-Palmer, 32	795	Lycmg	4	3½x5	187	19.60	35	1800	L	Blk	5/16	1	¼	Hel	T-S	F & S	Cart	V	Conn S-H	Disco-2	D D	U P P	Peru	F	Bev	4.00	S	S	110	32x3½ c	Perlman	¾ El†	2	B	R	B	2270
Partin-Palmer, 20	545	LeRoy	4	3⅛x4½	138	15.63	...	....	L	Blk	5/16	1	¼	Hel	T-S	F & S	Schb	G	Conn S-H	Al-Ch-1	D D	R Ax	Durston	F	Bey	4.00	S	S	96	30x3½ c	Perlman	¾ El	2	B	B	B	....
Paterson, 6-45	1165	Cont	6	3¼x4½	223	25.35	38	1600	L	Blk	¼	1¼	5/16	Hel	P	F & S	Stmb	V	Delco–D-H	Delco-2	C	U P P	Hess	F	Sp B	4.50	S	S	117	32x4 s	Detroit	¾ El†	3	B	R	B	2740
Pathfinder, 3-A & 3-C	3250	Widly	12	2⅞x5	390	39.63	80	2600	I	3	5/16	1 9/32	5/16	Hel	P	F	Stmb	G	Delco S-A	Delco-1	D D	U P P	American	F	Sp B	4.33	S	S	135	35x5 s	Stanweld	Semi	3	R	R	R	4100
Peerless, 56-2	2090	Own	8	3¼x5	331	33.80	80	2800	L	4	5/16	1 5/16	5/16	Hel	P	F	Ball	V	At K S-H	G & D-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	125	35x4½ s	Firestone	Plat†	3	B-R	R	R	3500
Pennsy, R	855	G-B & S	4	3¾x4¼	188	22.50	37	2800	..	Blk	5/16	1⅝	9/32	Hel	T-S	F & S	Zeni	V	Conn S-H	Dyneto-2	D D	U P P	Weiss	S-F	Bev	4.00	S	S	115	32x4	Goodyear	Semi	3	....	....	......	2600
Phianna, M	4500	Own	4	3 15/16x6	287	25.00	...	....	L	Blk	5/16	....	....	Chn	P	F	H & N	V	Bosch S-H	Wd-Leon	D	Sep	American	F	Sp B	4.00	R	R	125	32x4½	....	Cant	3	B	R	B & R	....
Pierce-Arrow, 38	4800	Own	6	4 x5½	414	38.40	75	2200	T	2	¼	....	....	Hel	P	F	own	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	S	A	134	36x4½q	Goodrich	¾ El	7	B-R	B & R	R	4170
Pierce-Arrow, 48	5500	Own	6	4½x5½	525	48.60	90	2000	T	2	¼	....	....	Hel	P	F	own	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	S	A	142	37x5q	Goodrich	¾ El	7	B-R	B & R	R	4932
Pierce-Arrow, 66	6500	Own	6	5 x7	824	60.00	125	1800	T	2	9/32	....	....	Hel	P	F	own	P	Bosch D-H	West-2	C	Sep	Own	S-F	Sp B	Opt	S	A	147½	38x5½q	Goodrich	¾ El	7	B-R	B & R	R	5250
Pilot, 6-45	1200	Teetor	6	3⅛x5	230	23.44	30	2000	L	Blk	5/16	1.37	.31	Hel	P	F & S	Tilt	V	Delco S-H	Delco-2	D D	U P P	Hess	F	Sp B	4.25	S	T	119	32x4 s	Stanweld	Cant	3	B	B & R	R	2800
Pilliod	1485	Own	4	4⅛x5	....	......	...	....	..	Blk	..	....	....	Chn	P	S-F	John	V	Auto	Auto-2	D	U P P	Hess	F	Sp B	.....	..	..	121	34x4	Firestone	Cant	..	B-R	B	R	....
Premier, 6-B	2285	Own	6	3⅜x5½	295	27.30	60	2000	I	Blk	5/16	1½	5/16	Hel	P	F & S*	John	V	Delco S-A	Delco-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	125½	35x4½ s	Firestone	Semi†	3	B-P	R	R	3600
Princess F	825	G-B & S	4	3¾x4¼	188	22.54	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Schb	V	Split S-H	Disco-2	O D	U P P	Own	F	Sp B	4.25	S	S	108	32x3½	Baker	¾ El†	3	B-R	B & R	B	....
Pullman, 4-24	860	G-B & S	4	3¾x4¼	188	36.90	...	....	L	Blk	5/16	....	....	Chn	T-S	F & S	Stmb	V	At K S H A	Dyneto	O D	U P P	Peru	F	Bev	4.50	S	T	114	31x4c	Firestone	Cant	3	B	R	R	....
Regal, J	745	Own	4	3½x4¾	182	19.60	33	1860	L	Blk	5/16	1 5/16	5/16	Hel	T-S	S	Cart	V	Springfield	Springf'd	C	U P P	Peru	F	Bev	4.25	T	T	108	30x3½	Firestone	Cant	3	B	R	B	2225
Regal, F	1200	Huron	8	3 x4½	254	28.80	...	....	L	4	5/16	....	....	Hel	T-S	F & S	John	V	At K S-H	Dyneto-1	C	R Ax	Peru	¾ F	Bev	4.00	R	T	112	33x4 s	Stanweld	Cant	2	R	R	B	....
Reo, R & S	985	Own	4	4⅛x4½	240	27.23	35	1800	F	2	5/16	2.33	.26	Hel	P	S	John	G	Remy S-H	Remy-2	D D	Sep	Own	S-F	Bev	4.00	S	A	115	34x4 s	Firestone	¾ El	3	R	R	R	2800
Reo, M & N	1250	Own	6	3 9/16x5⅛	307	30.50	45	1800	F	3	5/16	2.33	.19	Hel	P	S	Rayf	V	Remy S-H	Remy-2	D D	Sep	Own	F	Sp B	4.30	S	A	126	34x4½ s	Stanweld	Cant	3	R	R	R	3385
Richmond, 6-17	.....	Own	6	3½x5	289	......	...	....	L	3	5/16	....	....	Hel	P	F & S	Stmb	V	Delco S-H	Delco-1	C	U P P	Own	¾ F	Sp B	4.25	S	S	124	35x4½	Stanweld	Semi	3	B ..	B	R	....
Roamer	1850	Ruten	6	3⅛x5	303	23.44	54	2250	L	Blk	5/32	1 11/32	5/16	Hel	P	F & S	Stmb	V	Bosch D-H	Bijur-2	D D	U P P	Hess	¾ F	Sp B	4.42	S	S	126	34x4 s	D Wheels	¾ El†	3	B	B	B	3000
Ross, C	1775	Cont	6	3½x5¼	332	33.80	80	2400	L	Blk	5/16	1 7/16	.35	Gear	P	F	Zeni	V	At K S H A	Wd Leon 2	D D	U P P	American	¾ F	Sp B	4.64	S	S	130	35x4½ s	Jackson	Semi	3	B	B	B	....
Saxon, Six	935	Cont	6	2⅞x4½	175	19.84	36	2200	L	Blk	5/16	1 11/32	9/32	Hel	T-S	F & S	Stmb	G	Remy S-H	Wagner-2	D D	R Ax	Timken	S-F	Sp B	4.75	T	T	112	32x3½ s	Stanweld	Cant	3	R-P	R	R	2376
Saxon, Four	* 495	Cont	4	2¾x4	94	12.10	18	2200	L	Blk	5/16	1⅛	7/32	Hel	T-S	F & S	Schb	G	At K S-A	Wagner-2	D D	R Ax	Own	S-F	Bev	5.00	T	T	96	30x3c	Prudden	Cant	2	R-P	B & R	B	1426
Scripps-Booth, D	1425	Ferro	8	2⅝x3¾	162	22.05	35	2500	I	Blk	5/16	1⅛	9/32	Hel	T-S	F & S	Zeni	V	Remy S-A	Wagner-2	D D	U P P	Russell	¾ F	Sp B	4.80	S	A	120	32x4 s	D Wheels	Cant	2	B-P	B & R	B	2425
Scripps-Booth	1250	....	4	3 11/16x4	171	.....	32	2100	I	Blk	5/16	1¼	7/32	......	....	....	Zeni	..	Remy	....	C	......	....	....	......	....	S	A	110	30x3½ c	D Wheels	Cant	3	B-R	R	......	2100
Simplex-Crane	*7000	Own	6	4⅜x6¼	564	45.94	...	....	L	3	5/16	....	....	Chn	P	F	Newe	P	Bosch D-H	Bosch-2	D	U P P	Own	F	Sp B	Opt	S	S	143½	37x5q	....	Semi	3	B	B	R	....
Singer, 17	3800	H-Splm	6	4 x5½	415	38.40	100	1950	T	3	¼	1 7/16	5/16	Gear	P	F	Rayf	V	Bosch S-H	West-1	D D	U P P	Timken	F	Sp B	3.70	S	A	136	35x5	D Wheels	Cant†	3	B	R	R	4400
Standard, F	2000	H-Splm	8	3¼x5	331	33.80	80	2450	L	4	5/16	1 7/16	⅜	Hel	P	F	Zeni	V	Split S-H	Split-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	127	35x4½ s	Firestone	Semi†	3	B-R	B R & P	R	3200
Standard, E	*1950	H-Splm	8	3 x5	282	28.80	75	2450	L	4	5/16	1 7/16	⅜	Hel	P	F	Zeni	V	West S-H	West-2	D D	U P P	Timken	S-F	Sp B	4.46	S	S	121	35x4½ s	Firestone	Semi†	3	B-R	B R & P	R	3000
Stearns-Knight, 8	2375	Own	8	3¼x5	331	33.80	65	2400	S	4	5/16	....	....	Chn	T-S	F & S*	Rayf	V	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.75	S	A	121	35x4½q	Goodrich	Cant	3	B-R	B & R	R	3800
Stearns-Knight, 4	1585	Own	4	3¾x5⅝	248	22.50	50	2000	S	Blk	5/16	....	....	Chn	P	F & S*	Schb	G	Remy S-H	West-2	D D	U P P	Own	S-F	Sp B	4.50	S	A	119	34x4q	Goodrich	Cant	3	B-R	B & R	R	3400
Stephens, 60	1385	Cont	6	3¼x4½	225	25.35	55	2600	L	Blk	¼	1⅜	⅜	Hel	P	F & S	Stmb	V	Delco-2	Delco-2	D D	U P P	Hess	F	Bev	4.75	S	S	115	32x4	Goodyear	Semi†	3	B	R	B	2900
S-S-E, A-f	7000	Own	6	....	300	30.24	77	2700	..	Blk	..	2	⅝	Chn	P	F & S	Zeni	P	Delco D	Delco-2	D D	R Ax	Own	S-F	Sp B	3.40	T	T	122	33x4½	D Wheels	Cant	7	....	....	....	1800
Studebaker, 6-50	1250	Own	6	3⅞x5	354	36.04	...	....	L	Blk	5/16	....	....	Hel	P	F & S	Schb	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	3.70	R	A	122	35x4½ s	Kelsey	¾ El	4	R	R	R	....
Studebaker, 4-40	985	Own	4	3⅞x5	236	24.03	...	....	L	Blk	5/16	....	....	Hel	P	F & S	Schb	V	Remy S-H	Wagner-2	C	R Ax	Own	F	Bev	4.00	R	A	112	35x4½ s	Kelsey	¾ El	3	R	R	R	....
Stutz, R	2550	Wisc	4	4¾x5½	390	36.10	...	....	T	2	¼	....	....	Hel	P	F	Stmb	P	Remy S-H	Remy-2	C	R Ax	own	¾ F	Bev	4.45	T	T	130	32x4½ s	D Wheels	Semi	3	B	R	R	....
Stutz, 16-valve	*2550	Own	4	4⅜x6	...	30.63	...	....	T	Blk	¼	....	....	Hel	P	S	Stmb	P	Bosch S-H	Remy-2	C	R Ax	Own	¾ F	Bev	3.66	..	..	120	34x4½	D Wheels	Semi	3	B	....	....	....
Sun, 17	1095	Own	6	3⅛x5	230	23.44	50	2800	L	Blk	5/16	1⅜	5/16	Hel	P	F & S	Rayf	V	Remy D-H	Remy-2	D D	U P P	Adams	F	Bev	4.58	S	S	116	34x4 s	Firestone	Semi	3	B	B & R	B	2600
Templar, 4-45	.....	Own	4	3⅜x5½	...	......	...	....	I	....	..	....	....	Chn	P	F & S	Rayf	V	Remy S-H	Remy-2	D D	U P P	Hess	S-F	Sp B	4.75	..	..	116	34x4	Firestone	Semi†	3	B	B & R	B	....
Templar, 6-45	.....	Own	6	3 x5	...	......	...	....	I	....	..	....	....	Chn	P	F	Zeni	V	Remy S-H	Remy-1	D D	U P P	....	F	Sp B	4.45	..	..	120	32x4	....	El	3	B	R	R	....
Velie, 28	1185	Cont	6	3¼x4½	223	25.35	35	2050	L	Blk	5/16	1.39	.33	Hel	P	F & S	Stmb	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.33	S	S	115	32x4 s	Goodrich	¾ El	3	B-P	R	R	2716
Velie, 27	1650	Cont	6	3½x5¼	303	29.40	50	2000	L	Blk	5/16	1¼	.28	Hel	P	F & S	Stmb	V	Remy S-A	Remy-2	D D	U P P	Timken	S-F	Sp B	4.08	S	S	124	35x4½ s	Goodrich	¾ El†	3	B-R	R	R	3316
Westcott, 18	1790	Cont	6	3½x5¼	303	29.40	52	2175	L	Blk	5/16	1.54	.30	Gear	P	F & S	Rayf	V	Delco	Delco-2	D D	U P P	Timken	S-F	Sp B	4.46	S	A	125	35x4½ s	Firestone	Cant	3	B-R	R	R	3200
White, 16-valve	4600	Own	4	4¼x5¾	326	28.90	...	....	T	Blk	¼	....	....	Hel	P	F	own	V	....	LeeceN-2	O D	U P P	Own	S-F	Sp B	....	S	S	137	37x5 s	Firestone	Semi	3	B	B	B	....
Willys-Knight, 88-8	1950	Own	8	3⅜x4	286	36.45	68	2500	S	4	5/16	..	....	Chn	T-S	F	Zeni	V	Remy	Auto-1	C	R Ax	Own	F	Sp B	4.60	T	T	125	34x4½	....	Cant	2	B-R	R	R	3551
Willys-Knight, 88-4	1450	Own	4	4⅛x4½	240	27.23	54	2214	S	Blk	5/16	....	....	Hel	T-S	F & S	Tilt	V	Conn S	Auto-2	C	R Ax	Own	F	Sp B	4.30	T	T	121	34x4½	Stanweld	Cant	3	B-R	R	R	3470
Willys, 88-6	1425	Cont	6	3½x5¼	303	29 40	45	2115	4	Blk	5/16	1.54	.30	Hel	P	F & S	Tilt.	V	ConnS	Auto-2	C	R Ax	Own	F	Sp B	4.00	T	T	125	35x4½ s	Stanweld	Cant	3	B-R	R	R	3447
Winton, 33	2685	Own	6	3¾x5¼	348	33.75	56	1900	L	2	¼	1¾	5/16	Chn	P	F	Rayf	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	S	A	128	36x4½q	Firestone	¾ El	4	B-R	R	R	3870
Winton, 48	3500	Own	6	4½x5½	525	48.60	71	1800	L	2	¼	2¼	5/16	Chn	P	F	Rayf	V	Bosch S-H	Bijur-2	D D	U P P	Own	F	Sp B	Opt	S	A	138	37x5q	Firestone	¾ El	4	B-R	R	R	4440
Woods, Dual Power	2950	Cont	4	2¾x4	69	12.12	...	...	L	Blk	5/16	....	....	Hel	T-S	F & S	Stmb	G	At K 2	Own	Mag	......	Own	S-F	.....	8.25	S	A	125	34x4½	Stanweld	Cont	2	B	B	R	....
Yale, K	1550	Masnk	8	3½x4½	276	31.25	...	...	..	Blk	5/16	....	....	Chn	T-S	S	Zeni	G	Remy S-H	Disco	O D	U P P	Timken	S-F	Sp B	4.11	S	S	126	34x4††	Stanweld	¾ El	2	...	B	R	....

STEAM CARS

Doble, C	2500	Own		5 x4	.....	..					.....	....	.....	Ste	am	Po	wer plant	..	....	Wagner	None	None	American	S-F	Spur	....			128	33x5	D Wheels	Semi	..	....	......	......	.....
Lutz	.....	Own	2	4 x4	.....	..				Blk	⅛	.....	.....	Ste	am	po	wer plant	..	....	Wagner-2	D	U P P	Timken	S-F	Sp B	....			125	37x1½	....		..	....	......	......	.....
Stanley, 728	22	Own	2	4 x5	.....	..					.....	....	.....	Ste	am	po	wer plant	..	....	....	None	None	Own	....	Spur	....			130	35x4½	....	El	..	....	......	......	3400

Merchandising Motor Cars on a Systematic Basis

Intensive Cultivation of Territory—Keeping Sales Booming with Small Sales Force—Making Sales Talks Agree with the Times

By JAMES C. HARRISON

AS in every other line of business, the merchandising of motor cars must be carried out on a systematic basis. There have been so many cases of business failure due to lack of system and the setting down of well defined policies, that it is not necessary to cite specific examples of such failures. Again, originality is necessary for the best results, and after one line of endeavor has worked to the limit other selling plans must be developed.

The Ford Motor Co. has inaugurated a new policy for merchandising Ford cars by which the sales manager of each Ford agency must intensively cultivate his territory. The plan comprises a map which shows clearly each township in the agency, the sections of the townships and practically every resident.

The sales manager is provided with thumb tacks of different colors and these are placed on the map. One color displays the number of prospects, another the 1917 Ford cars in the district, another the old Ford cars, another the other makes of cars, and a last tells those residents who have no cars. After the map is thus arranged the sales manager must fill in a blank sheet enumerating the same data as is told by the thumb tacks on the map. This is then sent to the Ford Motor Co. and informs it of the exact situation in every territory.

The plan is one worthy of consideration by other organizations. Not only the sales manager but every salesman should know his territory, should endeavor to know personally not only every motor car owner in that territory but as many as possible of the residents who are financially able to buy cars of the class he is selling.

This is obviously a much bigger problem in the case of a low priced car like the Ford than it would be in the case of higher priced cars. That is, it is in so far as the number of possible prospects is concerned because of the large amount of tabulating to be done. It is not so difficult, however, to determine upon those who are financially able to buy a low priced car like the Ford as it is to find out whether a man is in a position to purchase a car selling at three or four thousand dollars.

After a complete list of possible prospects has been compiled it is an excellent plan to send salesmen out to make a house-to-house campaign. Such campaigns are actually being carried on by some progressive dealers in the vicinity of Boston, Mass. Even where immediate sales are not made, an advantage is gained because the salesmen become acquainted with a large number of possible prospects. Later when these possible prospects become real prospects it is much easier for the salesman to approach them than it would be if they were absolute strangers.

Because of the prospect of men being drawn to meet war demands, the need of running selling organizations with the minimum number of men is likely to become more pressing. It is necessary, therefore, for dealers and sales managers to study ways and means of keeping sales booming with a small sales force. A greater use of the telephone should help in this direction for one man in this way can cover a large field without leaving his desk. He can, to a certain extent, weed out those who are not in the market for cars from those who are, and thus determine those cases where personal calls should be made.

Of course it is better to make as many personal calls as possible for personal contact often brings results that could not be obtained by a conversation over the telephone, but where the sales force must be reduced to such an extent that it is impossible to make a large number of personal calls the more frequent use of the telephone will help to relieve the situation.

Now that our country is at war the subject of economy is one that is being discussed not only in the office by men in every line of business, but also at home. Naturally under these conditions it is advisable for the salesmen to bear this in mind when discussing the merits of the car he is selling, and bring out all the facts possible to prove that the cost of operating the car is not high. Now that the price of gasoline has reached a high mark, the question of fuel economy is sure to come up, and the salesman should post himself on the number of miles the car will run on a gallon of gasoline under both normal and abnormal conditions.

A great deal of attention is being given by manufacturers at the present time to special fuel economy tests for the purpose of bringing out the efficiency of their cars. These tests are of great assistance to the salesman who can refer to them when the prospect brings up the question of economy of operation. The same thing holds good with regard to the amount of oil the car will consume.

Of fully as great importance is the question of the mileage that will be obtained from a set of tires. If the car is light in weight this should be brought out forceably by the salesman, for upon this to no small extent depends the life of the tires.

It would appear that more should be done by manufacturers to bring out the question of what the average cost for tires would be. Just as in the case of fuel economy runs, being able to refer to a special tire test run would help the salesmen to make sales.

In the case of moderate priced cars very often the prospect is uncertain as to whether he will employ a chauffeur or not. To have a chauffeur means considerably more expense, and the question of whether one will be needed or not may be a deciding factor as to whether the prospect will or will not buy a car. It is advisable, therefore, for the salesman under such conditions to explain how easily the car can be operated and also to call attention to any special features which make it easier to care for the car when in the garage. If the salesman can convince such a prospect that he does not need a chauffeur, he has again appealed to his pocketbook and a sale may be made.

Technical Specifications for Motor Trucks 1917

REVISED MONTHLY

ABBREVIATIONS AND EXPLANATIONS:—**PRICE**—C., Including Body. **FRAMES MATERIAL**—R-C., Rolled Steel Channel Section; R-I., Rolled Steel I Section; Pr-S., Pressed Steel. **FRAMES CONSTRUCTION**—S-F., Semi-Flexible; Flex., Flexible; R., Rigid. **TIRES**—P., Pneumatic; S., Solid; St., Steel. **WHEELS**—W., Wood; C., Cast; Ov., Oval Spokes; Sq., Square Spokes; Hol., Hollow Spokes; Cr., Cruciform Spokes; X., Cross-Shaped Solid Spokes; D., Disk. **MAKE OF REAR AXLE**—Salis., Salisbury; Torb., Torbenson; K-H., Keystone-Hindley; **TYPE OF REAR AXLES**—F., Full Floating; S-F., Semi-Floating; D., Dead. **BEARINGS**—P., Plain; R., Roller; B., Ball. **MAKE OF ENGINE**—Wauk, Waukegan; Cont., Continental; Lycm., Lycoming; Herc., Hercules; G-S-B., Golden, Belknop & Swarts. **CYLINDERS CAST**—B., Block; 1, Single; 2, Pairs. **LOCATIONS OF** R., Roller; B., Ball. **MAKE OF ENGINE**—Wauk., Waukegan; Cont., Continental; Lycmg., Lycoming; Herc., Hercules; G-S-B., Golden, Belknop & Swarts; H-S., Herschel Spillman. **CYLINDERS CAST**—B., Block; 1, Single; 2, Pais. **LOCATIONS OF VALVES**—R., Right; L., Left; O., Opposite; H., Head. **COOLING SYSTEM**—G., Gear; P., Pump; T., Thermo-Syphon. **RADIATOR**—Fin., Finned Tubes; Sq. T., Square Tubular; Z-Z-T., Zig-Zag Tubular Cell., Cellular; Hel., Helical; Ring., Tubes arranged in Ring about Blower Fan. **IGNITION AND STARTING AND LIGHTING SYSTEM TYPE AND SPARK ADVANCE**—D., Dual; H., Hand Advance; S., Single; A., Automatic; F., Fixed; Eism., Eisemann; Split., Splitdorf; Conn., Connecticut; West., Westinghouse; G-D., Gray & Davis; Br'l'ng., Berling; At-K., Atwater-Kent; Al-Ch., Allis Chalmers; U. S. L., United States Lt. & Htg. Co.; N-East., Nor East; Split-App., Splitdorf Apple; Huff-S., Huff-Simms; Dono., Donohue. **MAKE OF GOVERNOR**—Wauk., Waukesha; Rugg., Ruggles; Mon., Monarch; Dup., Duplex; H-Sp., Herschel-Spillman; Mil., Milwaukee; Simp., Simplex. **CARBURETTER—MAKE AND FEED**—Sch., Schebler; Ray., Rayfield; Stmbg., Stromberg; Shak., Shakespeare; ech., Fletcher; Zen., Zenith; Johns., Johnson; G., Gravity; V., Vacuum; P., Pressure. **CLUTCH TYPE**—D-D., Dry-Disc.; O-D., Pil Disc; P., Plate; C., Cone. **GEARSET TYPE AND LOCATION**—Sel., Selective Sliding Gear; Prog., Progressive Sliding Gear; Ind.-C., Individual Clutch; Plan., Planatory; Fric., Friction; Elec., Electric. **GEARSET LOCATION**—Amid., Amidship; U-M., Unit with Motor; U-J., Unit with Jack-shaft; U-X., Unit with Axle. **FINAL DRIVE**—Int-G., Internal Gear; Chn., Chain; Sp-B., Spiral Bevel Gear; B., Bevel Gear; S., Spur Gear; Ex., External Gear; T., to Front Wheel; 4, on all Four Wheels; W., Worm.

Upon application we will be glad to forward the address of any of these manufacturers to any dealer.

NAME AND MODEL	Pounds Capacity	Chassis Price	Wheel-base	RUNNING GEAR								BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM						TRANSMISSION						
				Frame		Tires																														
				Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders How Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost	Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	Clutch Type	Gearset Type	Location of Gearset	Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
A & B 3T	6,000	$4,500	144	r-c	s-f	s	48x3½d	48x3½d	w-ov						3		4	511/64x4¼	42.76	2-r	G	fin	Bosch D-H				Scheb		g		elec	amid		28.00-1	int-g-f	
A & B 5T	10,000	4,750	144	r-c	s-f	s	48x3½d	48x5d	w-ov						3		4	511/64x4¼	42.76	2-r	G	fin	Bosch D-H				Scheb		g		elec	amid		28.00-1	int-g-f	
Acason 2	4,000		150	pr-s	s-f	s	34x4	36x3½d	w-ov						3		4	4¼x5¾	29.00	2-l	P	fin	Eism S-H			Wauk	Scheb		v	d-d	sel	u-m			worm	
Acason	7,000		168	pr-s	s-f	s	36x5	38x5d	w-ov						3		4	4¼x5¾	29.00	2-l	P	fin	Eism S-H			Wauk	Scheb		v	d-d	sel	u-m			worm	
Acme B	2,000	1,500	128	pr-s	s-f	p	34x3	34x4	w-sq						3		4	3½x5	19.61	b-l	T	fin	Eism S-H			Pierce	Ray		v	d-d	sel	u-m		7.75-1	worm	
Acme A	4,000	2,100	148	pr-s	s-f	s	36x4	36x6	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F		opt	Pierce	Ray		v	d-d	sel	u-m		8.50-1	worm	
Acme C	7,000		168	r-c	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F		opt	Pierce	Ray		v	d-p	sel	amid		10.25-1	worm	
Armleder HW	4,000	2,800	166	pr-s	s-f	s	36x4	36x7	w-sq	Timken	w				3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		60.00	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.50-1	worm	3x¼
Armleder KW	7,000	3,500	156	r-I	s-f	s	36x5	36x5d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt.	Pierce	Scheb	1¼	g	o-d	sel	u-m		8.75-1	worm	
Atlas 17	1,500	885	106	pr-s		p	31x4	31x4	w-ov		f-f		B	r	2		4	3¼x5	16.92	b-r	T	fin	Dixie S-H				Carter		g	o-d	sel	u-m		4.75-1	sp-b	
Atterbury 6B	2,000	1,875	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken	f-f	r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F			Pierce	Zenith	1	g	d-d	sel	u-m	4	7.75-1	worm	3¼
Atterbury 6R	3,000	2,275	140½	pr-s	flex	s	36x3½	36x5	w-sq	Timken	f-f	r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-F			Pierce	Zenith	1¼	g	d-d	sel	u-m	4	8.50-1	worm	3¼
Atterbury 7C	4,000	2,775	153½	pr-s	flex	s	36x4	36x4d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F			Pierce	Zenith	1¼	g	d-d	sel	u-m	4	8.50-1	worm	3¼
Atterbury 7D	7,000	3,575	167½	pr-s	flex	s	36x5	40x5d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch D-H			Pierce	Zenith	1¼	g	d-d	sel	u-m	4	10.33-1	worm	3½
Autocar 21F	4,000	1,815	97	r-c		s	34x4	34x5	w-ov	own	f-f				2	own	2	4¾x4½	18.10	1-t	P	cell	Bosch S-F				Stmbg	1¼	..	d-p	prog	amid		7.14-1	B-S	2½
Available 1	2,000	1,700	132	r-c	s-f	s	36x3½	36x4	w-ov						3		4	3¾x5	22.50	b-r	T	cell	Bosch S-F				Stmbg		g	d-d	sel	u-m		7.00-1	worm	
Available 2	4,000	2,250	156	r-c	s-f	s	36x4	36x7	w-ov						3		4	4⅛x5¼	27.20	b-l	P	cell	Bosch S-F				Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Available 3½	7,000	3,300	168	r-c	s-f	s	36x5	40x5d	w-ov						3		4	4½x5½	32.40	2-l	P	cell	Bosch S-F			Pierce			g	d-d	sel	u-m		10.33-1	worm	
Available 5	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-ov						3		4	4½x5½	32.40	2-r	P	cell	Bosch S-F			Pierce	Stmbg		g	d-d	sel	u-m		11.75-1	worm	
Avery C	2,000	1,690	128			s	34x3½	34x5									4	4⅛x5¼	27.20	b-l	P	fin	HeinzeD-H				Ray		..	d-d	sel	u-m		7.75-1	chn	
Avery B	4,000	2,700	128			s	36x4	36x3½d									4	4¾x5	36.15	1-l	P	fin	Eism D-A				Ray		..	d-d	sel	u-j		3.50-1	chn	
Avery B	6,000	3,200	128			s	38x5	38x4d									4	4¾x5	36.15	1-l	P	cell	Eism D-A				Ray		..	d-p	sel	u-j		3.50-1	chn	
Avery A	6,000	2,500-c	140			w	38x5	38x4d									4	4¾x5	36.15	1-l	P	fin	Eism D-A				Ray		..	d-d	sel	u-j		3.50-1	chn	
Beech Creek 3A	6,000	3,850	132	r-c	flex	s	36x6	36x6	w-sq	own	f-f				3	Wauk	4	4¼x5¾	29.00	2-l	P	cell	Eism S-H			Wauk	King	1¼	v	d-p	sel	amid		8.03-1	l-4	
Bessemer G	2,000	1,250	124	pr-s	s-f	s	35x3	35x4½	w-sq						3		4	3½x5	19.61	b-r	T	cell		Dixie		none	Zenith		g	d-d	sel	u-m		7.00-1	int-g	
Bessemer D	4,000	2,200	146	pr-s	s-f	s	37x4	37x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	cell		Dixie		Pierce	Ray		g	c	sel	amid		7.75-1	worm	
Bessemer E	7,000	3,100	150	pr-s	s-f	s	37x5	37x5d	w-sq						3		4	4½x5½	32.40	2-l	P	cell		Dixie		Pierce	Ray		g	c	sel	amid		10.33-1	worm	
Bessemer J	4,000	1,985	160	pr-s		s	37x4	37x4		Torb						Cont		4⅛x5¼		l	p	cell	Magneto	Dixie			Ray			c	sel		3	8.00-1	int-g	
Bethlehem A1	2,500	1,245	126	pr-s	s-f		34x3	34x4	w-sq	Russell	s	r-b	r-b	r-b	3	own	4	3¾x4½	22.50	b-l	T		Bosch			Pierce	Scheb	1¼	g	d-d	sel	u-m		7.40	int	3¾x¼
Bethlehem B1	4,500	1,775	144	pr-s	s-f		34x4	34x6	w-sq	Russell	s	r-b	r-b	r-b	3	own	4	4 x4½	27.00	2-l	T		Bosch			Pierce	Scheb	1¼	g	d d	sel	u-m		8 30	int	3¾x¼
Blair C	4,000	2,850	121	pr-s	flex	s	34x4	34x3½d	w-sq	K-H	f	b	r		3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1¼	g	c	ind-c	amid		7.67-1	worm	¼x3¾
Blair D	6,000	3,250	121	pr-s	flex	s	36x4	36x4d	w-sq	K-H	f	b	r		3	Wauk	4	4¼x5¾	29.00	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1¼	g	c	ind-c	amid		8.67-1	worm	¼x3¾
Blair E	8,000	3,750	144	pr-s	flex	s	36x5	36x5d	w-sq	K-H	f	b	r		3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	¼x3¾
Blair F	10,000	4,250	144	pr-s	flex	s	36x6	36x6d	w-sq	K-H	f	b	r		3	Wauk	4	4½x6¾	32.40	2-l	P	z-z-t	Eism S-A			Wauk	Zenith	1½	g	c	ind-c	amid		9.33-1	worm	¼x3¾
Bourne VM	3,300	3,150	143	r-c	flex	s	36x4	36x4d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4x5½	25.60	b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g					7.75-1	worm	
Bourne XM	4,000	3,850	163	r-c	flex	s	36x5	36x5d	w-sq	Timken	f-f	b	r	r	5	Herc	4	4¼x5½	28.90	b-l	P	cell	Eism S-F	Entz	stock	Duplex	Zenith	1¼	g					8.50-1	worm	
Brinton H	2,000	1,250	122		s-f	p	33x4½	33x4½	w-ov						5		4	3¼x5	16.92	b-l	G	cell	S-F						g	d-d	sel	u-m			worm	
Brinton F	5,000	2,400	138		s-f	s	36x4	36x6	w-ov						5		4	4⅛x5	27.20	b-l	G	cell	S-F		stock				g	d-d	sel	u-m			worm	
Briscoe 4-24	1,000	725	105	pr-s	r	p	30x4	30x4	w-ov						2		4	3⅜x5⅛	16.92	b-r	T	z-z-t	Split S-H	Split	stock				g	c	sel	u-x		4.23-1	b	
Brockway O	2,000	1,650	124	pr-s	flex	s	34x3½	34x4	w-sq	Sheldon	s-f	b	r	b	3	Cont	4	3¾x5	27.20	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	d-d	sel	u-m		7.90-1	worm	
Brockway J-2	3,000	1,925	124	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	r	r	b	3	Cont	4	3¾x5	22.50	b-r	T	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1¼	g	c	sel	amid		8.66-1	worm	
Brockway K-3	4,000	2,350	148	pr-s	flex	s	36x4	36x7	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	200.00	Mon	Scheb	1½	g	c	sel	amid		8.66-1	worm	
Brockway R	7,000	3,200	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H	Bosch	200.00	Mon	Scheb	1½	g	d-d	sel	amid		10.33-1	worm	
Burford O-3	4,000	2,250	144	pr-s	s-f	s	36x3½	36x3½d	w-sq	Burford	dead	b	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	fin	Eism S-F	Wil. Batt	stock	none	Zenith	1¼	g	d-d	sel	u-m		8.60-1	int-g	16x2½
Burford D-3	7,000	3,600	175	pr-s	flex	s	38x5	38x5d	w-sq	Sheldon	s-f	b	r	r	3	Wauk	4	4½x6¾	32.40	b-l	P	fin	K. W.	Wil. Batt	stock	Wauk	Zenith	1½	v	d-d	sel	amid		8.75-1	worm	20x2½
Champion			106	pr-s		p	31x4	31x4	w		s-f						4	3⅛x4½	15.63	b-l	T				stock				..	d	sel		3		b	10x1½
Chase A	2,000	1,650	138	pr-s		s	36x3½	36x5	w-ov						3		4	3½x5¼	19.61	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase C	3,000	1,950	149½	pr-s		s	36x3½	36x3½d	w-ov						2		4	3½x5¼	19.61	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase B	5,000	2,475	160	pr-s		s	36x4	36x4d	w						3		4	4⅛x5½	27.20	b	P	fin	Bosch S-F			Mon	Stmbg		g	d-d	sel	u-m			worm	
Chase X	6,000	2,800	160	pr-s		s	36x4	36x5d	w						4		4	4⅛x5½	27.20	b	P	fin	Bosch S-F			Mon	Stmbg		g	o-d	sel	u-m			worm	
Chase O	7,000	3,600	175	pr-s		s	36x5	36x5d	w-ov						3		4	4¼x6	29.00	b	P	fin	Bosch S-F			Mon	Stmbg		g	o-d	sel	u-m			worm	
Clydesdale 25	1,500	1,025	144	pr-s	s-f	p	34x4½	34x4½	w	Salis	¾-f	r	r		3	Cont	4	3½x5	19.60	b-l	T		Bosch S-H				Zenith	1	g	c	sel	u-m	3	6.50-1	b	
Clydesdale 30	2,000	1,230	144		s-b		34.3	34.4	w-sq	Timken	f-f						4	3½x5			P									c	sel				int-g	
Clydesdale 45	3,000	2,100	146	pr-s	s-f	s	36x3½	36x5	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P		Bosch S-H			own	Zenith	1¼	g	d	sel	u-m	4	7.25-1	worm	
Clydesdale 65	4,000	2,500	163	pr-s	s-f	s	36x4	36x6	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P		Bosch S-H			own	Zenith	1¼	g	d	sel	amid	4	8.50-1	worm	
Clydesdale 90	7,000	3,400	180	pr-s	s-f	s	36x5	36x5d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P		Bosch S-H			own	Zenith	1½	g	d	sel	amid	4	10.30-1	worm	
Clydesdale 120	10,000	4,200	180	pr-s	s-f	s	36x6	40x6d	w-sq	Timken	f-f	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P					own	Zenith	1½	g	d	sel	amid	4	11.60-1	worm	

Collier....M	1,500	900	118	pr-s	s-f	p	32x4	32x4	w-ov	Salis	....	b	b	r	3	Lycm	4	3¼x5	16.92	b-r	T	s-s-t	Conn S-H	Autolite	stock	none	Zenith	⅞	g	d-p	sel	u-m		6.00-1	b	14x2
Columbia....E	4,000	1,950	144	r-c	flex	s	36x4	36x6	w-sq	Russell	....	....	....	....	3	Buda	4	4⅛x5½	27.20	b-r	P	s-z-t	Eism S-H	....	....	Mon	Shak	1¼	g	c	sel	amid		9.45-1	int-g	....
Commerce....N	1,500	975	120	pr-s	flex	p	34x4	34x4	w-sq	Salis	....	b	b	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Eism S-F	Remy	100.00	none	Zenith	1	g	c	sel	u-m		6.00-1	b	2x44½
Commerce....E	2,000	1,340	126	pr-s	flex	s	34x3	34x4	w-sq	Torb	....	b	r	r	3	Cont	4	3½x5	19.61	b-l	T	fin	Remy S-H	Remy	stock	Pierce	Zenith	1	v	c	sel	u-m		7.00-1	int-g	2x46½
Continental (C)....FL	2,000	1,550	144	....	....	s	34x4	36x4	....	....	....	....	....	....	3	....	4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F	....	....	....	Stmbg		..	d-d	sel	u-m		7.75-1	worm	....
Continental (C)....HL	3,000	1,750	144	....	....	s	34x3½	36x5	....	....	....	....	....	....	3	....	4	3¾x5¼	22.50	2-l	P	fin	Bosch S-F	....	....	....	Stmbg		..	d-d	sel	u-m		9.25-1	worm	....
Continental (C)....J	4,000	2,100	146	....	....	s	36x4	36x4d	....	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	2-l	P	cell	Bosch S-F	....	....	....	Stmbg		..	d-d	cel	u-m		9.25-1	worm	....
Continental (C)....M	7,000	3,000	168	....	....	s	36x5	36x5d	....	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	cell	Bosch S-F	....	....	....	Stmbg		..	d-d	sel	u-m		10.50-1	worm	....
Corbitt....E	2,000	1,650	130	r-c	f	s	34x3½	34x4	w-sq	Sheldon	....	....	....	....	3	....	4	3¾x5	22.50	b	T	cell	Eism.	Disco	100.00	Pierce	Stmbg	1¼	..	d-d	sel	u-m	3	7.50-1	....	16x2½
Corbitt....D	3,000	2,400	138	pr-s	r	s	36x3½	36x5	w-sq	Sheldon	s-f	r	b	....	3	Cont	4	3¾x5¼	22.50	b-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt....C	4,000	2,650	148	pr-s	r	s	36x3½	36x3½	w-sq	Sheldon	s-f	r	b	....	3	Cont	4	4 x5¼	27.20	b-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt....B	5,000	2,900	148	pr-s	r	s	36x4	36x4d	w-sq	Sheldon	s-f	r	b	....	3	Cont	4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1¼	g	d-d	sel	u-m		8.66-1	worm	16x3
Corbitt....A	7,000	3,600	168	pr-s	r	s	36x5	36x5d	w-sq	Sheldon	s-f	r	b	....	..	Cont.	4	4½x5½	32.40	p-r	P	fin	Eism S-H	Disco	100.00	Pierce	Stmbg	1½	g	w-d	ind-c	amid		11.66-1	worm	20x2½
Corbitt....AA	10,000	4,200	168	r-c	r	s	36x6	36x6	w-sq	Sheldon	s-f	r	b	....	3	Cont	4	4-4½x5½	32.40	p-2	P	fin	Eism H	Disco	100.00	Pierce	Stmbg	1½	g	o-d	....	amid	3	13.5-1	worm	20x2½
Corliss....A	1,000	650	103	pr-s	r	p	31x4	31x4	w-ov	Gemco	s-f	....	....	....	2	LeRoi	4	3⅛x4½	15.64	b-l	T	fin	Dixie S-H	Al-Ch	75.00	....	Scheb		g	d-d	sel	u-m		4.50-1	b	....
Couple Gear....HC	7,000	5,400	144	r-c	s-f	s	36x4d	36x4d	pr-s-d	own	....	r	r	r	5	Wisc	4	5¾x6	53.00	1-o	G	cell	Eism D	....	150.00	Her-Sp	Stmbg	1¾	g	....	elec	....		25.00-1	b-4	17x2
Couple Gear....AC	10,000	5,900	144	r-c	s-f	s	36x5d	36x5d	pr-s-d	own	....	r	r	r	5	Wisc	4	5¾x6	53.00	1-o	G	cell	Eism D	....	150.00	Her-Sp	Stmbg	1¾	g	....	elec	amid		25.00-1	b-4	17x2
Croce....17	1,000	825	108	pr-s	....	p & s	32x4	32x4	w-sq	....	....	....	....	....	2	....	4	3¼x5	16.92	b-l	P	sq-t	Bosch S-F	....	....	none	Zenith		g	d-d	sel	u-m		5.00-1	b	....
Crowther-Duryea....	1,200	600-c	110	pr-s	s-f	p	32x3½	32x3½	w-ov	....	....	....	....	....	4	....	4	3¾x4¼	22.50	1-h	T	cell	Dixie D-H	Split	stock	none	Scheb		g	....	roll	u-x		....	roll	....
Cunningham....V	2,000	3,000	141	....	....	....	37x5	37x5	....	....	....	f-f	....	....	..	....	8	3¾x5	....	....	P	....	West	....	....	....	Stmbg		..	d	sel	....		....	b	....
Dart....B-B	1,000	1,200	124	pr-s	flex	s	34x4½	34x4½	w-sq	....	....	....	....	....	3	....	4	3½x5⅛	19.61	b-r	T	cell	Eism S-F	....	....	none	Master		v	d-d	sel	u-m		7.75-1	worm	....
Dart....E	2,000	1,850	130	pr-s	flex	s	34x3½	34x5	w-sq	....	....	....	....	....	3	....	4	3¾x5⅛	22.50	b-r	T	cell	Eism S-F	....	....	none	Master		v	d-d	sel	u-m		7.00-1	worm	....
Dart....C-C	4,000	2,470	150	pr-s	flex		36x4	36x4d	w-sq	....	....	....	....	....	3	....	4	4⅛x5½	27.20	b-r	P	cell	Eism S-F	....	....	Dup	Master		v	d-d	sel	u-m		9.25-1	worm	....
Dart....	7,000	3,200	156	pr-s	flex	s	36x5	36x5	w-sq	Timken	....		....	....	3		..	4½x6	....	b-r	P	cell	Eism	....	....	Dup	Master	1½	9	d-d	sel	u-m	4	11.00-1	worm	....
Dayton....H	4,000	2,650	118½	r-c	s-f	s	36x4	36x3½d	w-ov	....	....	....	....	....	3	....	4	4¼x5	28.9	2-r	P	t	Bosch D-H	....	....	....	Stmbg		g	o-d	sel	amid		....	chn	....
Dayton....D	7,500	3,650	168	r-c	s-f	s	36x5	36x5d	w-ov	....	....	....	....	....	3	....	4	4¼x6	28.9	b-r	P	hel	Bosch D-H	....	....	....	Stmbg		g	d-p	sel	u-m		....	worm	....
Dayton....K	7,500	3,650	136	r-c	s-f	s	36x5	36x5d	w-ov	....	....	....	....	....	3	....	4	4¾x5½	36.1	2-r	P	t	Bosch D-H	....	....	....	Stmbg		g	o-d	sel	amid		....	chn	....
Dayton....M	10,000	4,750	148	r-c	s-f	s	36x6	42x5d	w-ov	....	....	....	....	....	3	....	4	5¼x7	44.20	2-r	P	t	Bosch D-H	....	....	....	Stmbg		g	o-d	sel	amid		....	chn	....
Dayton....E	15,000	4,975	148	r-c	s-f	s	36x7	42x6d	w-ov	....	....	....	....	....	3	....	4	5¼x7	44.20	2-r	P	t	Bosch D-H	....	....	....	Stmbg		g	o-d	sel	amid		....	chn	....
D-E....J	1,500	975	108	pr-s	s-f	p	33x4	33x4	w-ov	Sheldon	f	b	r	r	2	Leroi	4	3⅛x4½	15.60	b-r	T	fin	Dixie S-H	Al-Ch	85.00	....	Scheb	1	g	d-d	sel	u-m	3	6.2	worm	1¾x14
D-E....A	2,000	1,375	128	pr-s	s-f	s	34x3	34x4	w-sq	....	f	b	r	r	3	Cont	4	3½x5	19.61	b-r	T	fin	Dixie S-H	....	....	....	Zenith	1	g	p	sel	u-m	3	7½	worm	2x16
D-E....B	3,000	1,600	144	pr-s	s-f	s	34x3½	34x5	w-sq	....	f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	fin	Dixie S-H	....	....	....	Zenith	1¼	g	p	sel	u-m	3	8¼	worm	2x16
D-E....C	5,000	2,100	144	pr-s	s-f	s	36x4	36x7	w-sq	....	f	b	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H	....	....	....	Zenith	1¼	g	p	sel	u-m	3	8½	worm	2x18
DeKalb....E2	4,000	2,100	134	pr-s	flex	s	34x4	36x5	w-sq	Timken	w	....	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	....	....	Pierce	Master	1¼	g	c	sel	u-m		7.75-1	worm	3
DeKalb....E2½	5,000	2,450	136	pr-s	flex	s	36x4	36x6	w-sq	Timken	w	....	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	....	....	Pierce	Master	1¼	g	c	sel	u-m		8.25-1	worm	3
Denby....12	2,000	1,490	124	pr-s	s-f	s	34x3	34x4	w-sq	....	....	....	....	....	3	Cont.	4	3½x5	19.61	b-r	T	cell	Eism S-F	Bijur	150.00	Mon	Zenith	1	g	d-d	sel	u-m	3	8.20-1	Int-g	....
Denby....13	4,000	2,025	144	pr-s	s-f	s	36x3½	36x6	w-sq	....	....	....	....	....	3	Cont	4	3¾x5	22.50	b-r	T	cel	Eism S-F	Bijur	150.00	Mon	Zenith	1	g	d-d	sel	u-m	3	9.80-1	int-g	....
Denby....14	6,000	2,525	144	pr-s	s-f	s	36x4	36x4d	c-hol	....	....	....	....	....	3	Cont	4	....	22.50	b-r	T	cell	Eism S-F	Bijur	150.00	Mon.	Zentih	1	g	d-d	sel	u-m	..	10.90-1	int-g	....
Denmo....10	2,500	1,385	124	pr-s	r	p & s	34x4½	34x4	w-sq	Torb	....	b	r	r	3	Wisc	4	3¾x5	22.50	b	T	cell	Dixie	Sp-App	stock	Pierce	Stewart	1	g	d-p	sel	u-m		....	int-g	2½x15
Diamond-T....J5	2,000	1,550	132	pr-s	....	s	36x3	36x4	w-ov	Timken	w	r	r	r	..	Cont	4	3½x5	19.61	b-r	T	z-z-t	Bosch S-F	....	....	....	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	....
Diamond-T....J4	3,000	2,000	154	pr-s	....	s	36x3½	36x5	w-ov	Timken	w	r	r	r	..	Cont	4	3¾x5	22.50	b-r	P	s-z-t	Bosch S-F	....	....	....	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	....
Diamond-T....J3	4,000	2,325	154	pr-s	....	s	36x4	36x6	w-ov	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	z-z-t	Bosch S-F	....	....	Pierce	Ray	1¼	g	d-d	sel	u-m		7.75-1	worm	....
Diamond-T....L	7,000	3,475	170	pr-s	....	s	36x5	38x5d	w-ov	Timken	w	r	r	r	..	Cont	4	4½x5½	32.40	2-o	P	z-z-t	Bosch S-H	....	....	Mon	Ray	1¼	g	d-d	sel	u-m		8.75-1	worm	....
Diamond-T....R	10,000	4,300	170	pr-s	....	s	36x6	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-o	P	s-z-t	Bosch S-H	....	....	Mon	Ray	1¼	g	d-d	sel	amid		13.66-1	worm	....
Dispatch....G	1,200	1,100	120	w	flex	p	34x4	34x4	w-ov	own	b	b	b	b	3	Wis	4	3¾x5	22.50	b-l	T	cell	Bosch S-H	U.S.L	stock	....	Ray	1¼	v	c-u	c-u	amid	3	6.00-1	chn	12x1¼
Doane....	5,000	3,000-c	150	r-c	flex	s	36x4	36x7	w-sq	....	....	....	....	....	3	....	4	4¼x5¾	29.00	2-r	P	fin	Bosch S-A	....	....	Wauk	Holley		g	d-d	sel	u-m		8.00-1	chn	....
Doane....	12,000	4,750c	178	r-I	flex	s	36x6	40x6d	w-sq	....	....	....	....	....	3	....	4	4¾x6¾	36.15	2-l	P	fin	Bosch S-A	....	....	Wauk	Holley		g	d-d	sel	u-m		10.50-1	chn	....
Dorris....I-B-W	4,000	2,285	144	pr-s	s-f	s	36x4	36x4d	w-sq	Timken	w	r	r	r	3	own	4	4⅜x5	30.65	2-h	P	s-s-t	Bosch S-H	....	....	Pierce	Stmbg	1¼	g	d-d	sel	u-m		7.75-1	worm	3¼x18
Duplex....E	7,000	....	130	pr-s	flex	s	36x6	36x6	w-sq	own	....	r	r	r	3	Buda	4	4½x5½	32.40	b-r	P	fin	Eism S-H	....	....	Dup	Scheb	1¼	v	d-d	sel	u-m		8.00-1	int-g-4	2½x18
Ellsworth....25-A	1,000	695-c	108	pr-s	flex	p	30x3½	30x3½	w-ov	Gemco	f-f	r	b	r	2	Lycm	4	3¼x5	16.92	b-r	T	sq-t	stor. S-H	Dyneto	stock	....	Carter	1	g	c	sel	u-m		4.46-1	b	1⅛
Empire....	500	325	100	....	....	....	28x3	28x3	....	....	s-f	....	....	....	..	....	4	2⅝x3¼	....	....	T	....	At-K	....	....	....	Scheb		..	c	sel	....		....	b	16x3¼
Fargo....	4,000	1,700	136	r-c	s-f	s	36x4	36x6	w-sq	Russel	d	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	cell	Bring S-H	West	125.00	Mon	Zenith	1	g	d-d	sel	u-m	3	9.45-1	int-g	¼x3
Federal....S	2,000	1,650	132	pr-s	s-f	s	34x3	34x4	w-ov	Timken	f-f	....	....	....	5	own	4	3½x5⅛	19.61	b-r	P	fin	Eism S-F	....	opt	Simp	Zenith		g	d-p	sel	amid		7.00-1	worm	18x3½
Federal....	3,000	2,100	144	pr-s	s-f	s	36x3½	36x5	w-sq	Timken	f-f	....	....	....	5	own	4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	245.00	Simp	Zenith		g	d-p	sel	amid		8.50-1	worm	18x3½
Federal....	4,000	2,300	144	pr-s	s-f	s	36x4	36x7	w-sq	Timken	f-f	....	....	....	5	own	4	3¾x5⅛	27.20	b-l	P	cell	Eism S-F	West	150.00	Simp	Zenith		g	d-p	sel	amid		8.50-1	worm	....
Federal....	7,000	3,000	156	r-c	s-f	s	36x5	36x5d	w-sq	Timken	f-f	....	....	....	5	own	4	4¼x5½	32.40	2-l	P	fin	Eism S-F	West	150.00	Simp	Zenith		g	d-p	sel	amid		10.33-1	worm	21x3½
Federal....W	10,000	4,000	156	r-c	s-f	s	36x6	40x6d	c-hol	Timken	f-f	....	....	....	5	own	4	4¼x5½	29.00	b-r	P	fin	Eism S-F	....	opt	Simp	Zenith		g	d-p	sel	amid		11.60-1	worm	24x4
Forschler....AO	2,000	1,650	120	r-c	flex	s	34x3	34x4	w-sq	Sheldon	s-f	b	r	r	..	Cont	4	3½x5	19.61	b-r	P	sq-t	Bosch S-F	....	....	Mon	Zenith	1	g	d-d	sel	u-m	3	7.75-1	worm	2½
Forschler....BO	4,000	2,250	138	r-c	flex	s	34x4	34x6	w-sq	Sheldon	s-f	b	r	r	.	Cont	4	4⅛x5¼	27.00	b-l	P	sq-t	Bosch S-F	....	....	Pierce	Zenith	1¼	g	d-d	sel	u-m	3	8.75-1	worm	2½
Forschler....AXO	3,000	2,000	120	r-c	flex	s	34x3½	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3½x5	19.60	....	P	....	Bosch S-P	....	....	....	Zenith	1	g	d-d	sel	u-m	3	8.60-1	worm	2
Forschler....BXO	5,000	2,500	138	r-c	flex	s	34x4	34x4d	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.00	....	P	....	Bosch S-F	....	....	....	Zenith	1¼	g	d-d	sel	u-m	3	8.75-1	worm	2½
Fulton....	3,000	1,290	134	pr-s	flex	s	34x3½	34x2½d	w-sq	Russel	d	b	r	r	3	own	4	3¾x4¼	22.50	2-l	T	sq-t	Dixie S-F	....	....	Mon	Sund	1	g	o-p	sel	u-m		7.50-1	int-g	¾x2½
F. W. D....B	6,000	4,000	124	pr-s	....	s	36x6	36x6	w-ov	own	f-f	r	r	r	3	Wisc	4	4¾x5½	36.15	2-o	P	sq-t	Eism S-H	N-East	300.00	Pierce	Stmbg	1¼	g	o-d	ind-c	amid		8.90-1	b-4	2¼
Gabriel....B	1,500	800	118	pr-s	flex	p	33x4	33x4	w-ov	Timken	f-f	r	r	r	3	Buda	4	3½x5	....	b-l	P	....	Bosch	....	....	....	Ray	....	g	d	sel	amid	3	6-1	B	....
Gabriel....C	2,000	1,600	126	pr-s	flex	p	35x5	35x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4⅛x5¼	....	b-l	P	....	Bosch	....	....	....	Ray	....	g	c	sel	amid	3	4.25-1	B	....
Gabriel....D	3,000	2,000	136	pr-s	flex	p	36x5	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	....	b-l	P	....	Bosch	....	....	....	Ray	....	g	c	sel	amid	4	6-1	worm	....
Gabriel....E	4,000	2,400	144	pr-s	flex	P	36x4	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	....	b-l	P	....	Bosch	....	....	....	Ray	....	g	c	sel	amid	4	8.50-1	worm	....
Garford....75	2,000	1,750	120	pr-s	s-f	p & s	34x4½	36x4	w-ov	Timken	f-f	r	r	r	3	Buda	4	3½x5⅛	19.61	b-r	T	cell	Dixie S-H	West	175.00	Kramer	Ray		g	d-d	sel	u-m		7.80-1	worm	....
Garford....66	3,000	2,100	142	pr-s	s-f	s	36x3½	36x5	w-ov	Timken	f-f	r	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	cell	Dixie S-H	West	175.00	Kramer	Ray		g	d-d	sel	amid		8.50-1	worm	....
Garford....70B	4,000	2,600	142	pr-s	s-f	s	36x4	36x4d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Dixie S-H	West	175.00	Kramer	Ray		g	d-d	sel	amid		7.75-1	worm	....
Garford....77-B	7,000	3,700	128	pr-s	s-f	s	36x5	40x5d	w-ov	Timken	f-f	r	r	r	3	Buda	4	4¼x6	29.00	b-r	P	cell	Bosch S-H	West	175.00	own	Ray		g	d-d	sel	amid		10.33-1	worm	....
Garford....68	10,000	4,500	128	pr-s	s-f	s	36x6	40x6d	w-ov	Deadtyp	f-f	r	r	r	3	Buda	4	4¾x5½	36.15	2-o	P	fin	Bosch S-H	....	....	own	Ray		g	d-d	sel	u-j		13.31-1	chn	....
Garford....69	12,000	4 700	128	pr-s	s-f	s	36x6	40x7d	w-ov	Deadtyp	f-f	r	r	r	3	Buda	4	5-1/10x5½	41.61	2-o	P	fin	Bosch S-H	....	....	own	Ray		g	d-d	sel	u-j		13.31-1	chn	....
G. V.-Mercedes....F.V.	12,000	....	192¼	pr-s	r	s	34x5	40x6d	c-d	....	....	....	....	....	3	....	4	4¼x5-9/10	29.00	2-h	P	sq-t	Bosch S-F	....	....	own	own		p	c	sel	amid		9.36-1	int-g	....
Geneva....1	1,500	....	96	....	....	s	34x2	36x2½	....	Sheldon	....	b	b	b	2	Beauer	2	5¼x4¼	22.10	1-h	G	fin	Simms S-F	....	....	....	Scheb	1¼	..	d-p	plan	u-j		....	chn	2⅛
Gersix....G	5,000	2,650	150	r-c	r	s	36x4	36x7	w-ov	Empire	....	....	R	....	4	Buda	6	3¾x5½	33.75	b-l	P	cell	West S-H	West	stock	Mon	Ray	1¼	v	d-p	ind-c	u-m		8.66-1	worm	3
Globe....	2,500	1,375	130	r-c	s-f	s	34x3½	34x4	w-sq	....	....	....	....	....	3	....	6	3¼x4½	25.39	b-l	P	fin	Dixie S-F	....	....	Pierce	Master		v	d-d	sel	u-m		7.40-1	int-g	....
C. M. C....16	1,500	1,150	132	pr-s	s-f	p	35x5	35x5	w-ov	Wt Mott	s-f	b	b	b	3	Cont	4	3¾x5	22.50	b-r	P	fin	Eism S-H	....	opt	Mon	Marvel	1	g	d-d	sel	u-m	3	6-1	worm	14x2
G. M. C....21	2,000	1,800	136	pr-s	s-f	s	34x3½	34x5	w-ov	Timken	s-f	b	r	r	3	Cont	4	3¾x5	22.50	b-l	P	fin	Eism S-H	....	opt	Mon	Marvel	1	g	d-d	sel	u-m	3	7.75-1	worm	16x3¼
G. M. C....31	3,000	2,100	144	pr-s	s-f	s	36x3½	36x5	w-ov	Timken	s-f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	P	fin	Eism S-H	....	opt	Mon	Marvel	1	g	d-d	sel	u-m	4	9.25-1	worm	18x3½
G. M. C....41	4,000	2,550	158	pr-s	s-f	s	36x4	36x4d	w-ov	Timken	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	fin	Eism S-H	....	opt	Mon	Marvel	1	g	d-d	sel	u-m	4	9.25-1	worm	18x3½
G. M. C....71	7,000	3,500	163	r-c	s-f	s	36x5	40x5d	w-sq	Timken	s-f	b	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Eism S-H	....	opt	Mon	Marvel	1¼	g	d-d	sel	amid	4	12.00-1	worm	21x3½
G. M. C....101	10,000	4,100	163	r-c	s-f	s	36x6	40x6d	w-sq	Timken	s-f	b	r	r	3	Cont	4	4½x5½	32.40	2-l	P	fin	Eism S-H	....	opt	Mon	Marvel	1¼	g	d-d	sel	amid	4	13.67-1	worm	21x3
Gramm-Bernstein....	2,000	1,650	124	pr-s	s-f	s	34x3½	34x4	w-sq	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		6.50-1	worm	....
Gramm-Bernstein....	3,000	2,000	130	pr-s	s-f	s	34x3½	36x4	w-sq	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	....
Gramm-Bernstein....	4,000	2,300	146	pr-s	s-f	s	34x4	34x3½d	w-sq	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-r	T	fin	Eism S-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		8.60-1	worm	....
Gramm-Bernstein....	5,000	2,700	156	pr-s	s-f	s	36x4	36x4d	w-sq	....	....	....	....	....	3	....	4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	d-d	ind-c	amid		7.75-1	worm	....
Gramm-Bernstein....	7,000	3,400	158	pr-s	s-f	s	36x5	40x5d	c-hol	....	....	....	....	....	3	....	4	4¼x5¾	29.00	2-l	P	fin	Eism D-H	West	200 00	Wauk	Zenith		g	d-d	ind-c	amid		8.75-1	worm	....
Gramm-Bernstein....	10,000	4,300	168	pr-s	s-f	s	36x6	40x6d	c-hol	....	....	....	....	....	3	....	4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	....
Gramm-Bernstein....	12,000	4,500	168	pr-s	s-f	s	36x6	40x7d	c-hol	....	....	....	....	....	3	....	4	4½x6¾	32.40	2-l	P	fin	Eism D-H	West	200.00	Wauk	Zenith		g	c	ind-c	amid		11.75-1	worm	....
Hahn....C	2,000	1,750	136	pr-s	....	s	36x3½	36x5	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	2.20	b-l	P	sq-t	Bosch D-H	....	....	Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	....
Hahn....E	4,000	2,250	144	pr-s	....	s	36x4	36x4d	w-ov	....	....	....	....	....	3	....	4	4½x5½	32.40	2-	P	sq-t	Bosch D-H	....	....	Pierce	Stmbg		g	d-d	sel	u-m		7.00-1	worm	....
Hall....	4,000	2,000	132	r-c	s-f	s	36x4	36x4d	w-sq	Timken	....	....	....	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		9.25-1	worm	....
Hall....	7,500	2,800	144	r-c	s-f	s	36x5	36x5d	w-sq	Timken	....	....	....	....	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1¼	g	d-d	sel	u-m		10.51-1	worm	....
Hall....	10,000	3,400	144	r-c	s-f	s	36x5	40x6d	w-sq	Timken	....	....	....	....	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-F	Bosch	50.00	Mon	Zenith	1½	g	d-d	sel	u-m		12.00-1	chn	....

NAME AND MODEL	Pounds Capacity	Chassis Price	RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM						TRANSMISSION						
				FRAME		TIRES																														
			Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost	Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	Clutch Type	Gearset Type and Location		Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
Harrison....C	7,000	....	....	r-c	r	s	37x5	37x4½d	w-ov	....	....	....	....	....	3	....	4	4½x5	32.40	2-r	P	....	Bosch D-H	....	....	own	Scheb		g	c	sel	u-j		9.43-1	chn	....
Harrison....F	7,000	....	....	r-c	r	s	37x5	37x5d	w-sq	....	....	....	....	....	3	....	4	4½x5	32.40	2-r	P	sq-t	Bosch D-H	....	....	own	Stmbg		g	c	sel	u-j		9.60-1	chn	....
Harvey....W-F	5,000	2,500	150	r-c	s-f	s	36x4	36x7	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x5½	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1¼	g	d-p	sel	amid		7.75-1	worm	2½
Harvey....W-H	7,000	3,250	160	r-c	s-f	s	36x5	36x5d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4¼x6	29.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½
Harvey....W-K	10,000	4,000	160	r-c	s-f	s	36x6	40x6d	w-sq	Sheldon	s-f	r	b	b	3	Buda	4	4½x6	32.00	b-r	P	sq-t	Eism S-A	West	150.00	Dup	Stmbg	1½	g	d-p	sel	amid		8.75-1	worm	2½
Hawkeye....J	3,000	1,500	136½	r-c	s-f	s	34x3½	34x5	w-sq	celfor	....	....	....	....	3	Buda	4	3¾x5⅛	22.50	b-h	G	cell	Eism S-H	West	150.00	opt	Master	1¼	v	d-p	sel	u-m		7.00-1	int-g	....
Horner....	3,000	2,350	145	pr-s	r	s	36x4	36x4	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b	P	fin	D-H	....	....	....	....		g	d-d	sel	....		....	worm	....
Horner....	4,000	2,750	145	pr-s	r	s	36x4	36x3½d	w-sq	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b	P	fin	D-H	....	....	....	....		g	d-d	sel	....		....	worm	....
Horner....	6,000	3,350	145	r-c	r	s	36x5	40x4d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-o	P	fin	D-H	....	....	....	....		g	d-d	sel	....		9.40-1	worm	....
Horner....	10,000	4,350	156	r-c	r	s	38x6	42x6d	w-sq	....	....	....	....	....	3	....	4	5¼x5¾	44.20	2-o	P	fin	D-H	....	....	....	....		g	d-d	sel	amid		13.42-1	worm	....
Hurlburt....	3,000	2,350	136	pr-s	r	s	34x4	34x5	w-ov	own	....	r	r	r	3	Buda	4	3¾x5½	22.50	b-r	P	cell	Eism S-F	Vesta	stock	Pierce	Flech	1¼	g	d-d	sel	u-m		7.75-1	worm	....
Hurlburt....	4,000	3,300	148	pr-s	r	s	36x4	36x4d	w-ov	own	....	r	r	r	3	Buda	4	4¼x5½	27.20	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech	1¼	g	d-d	sel	u-m		8.67-1	worm	....
Hurlburt....	7,000	3,850	146	pr-s	r	s	36x5	36x5d	w-ov	own	....	r	r	r	3	Buda	4	4½x6	29.00	b-r	P	fin	Eism D-F	Vesta	stock	Pierce	Flech	1½	g	d-d	sel	u-m		8.67-1	worm	....
Hurlburt....	10,000	4,600	156	pr-s	....	s	36x5	40x6d	w-ov	own	....	r	r	r	4	Buda	6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech	1½	g	d-d	sel	u-m		10.33-1	worm	....
Hurlburt....	14,000	5,500	156	pr-s	....	s	36x6	40x7d	w-ov	own	....	r	r	r	4	Buda	6	3¾x5½	33.75	b-r	P	fin	Eism D-F	West	stock	Pierce	Flech	1½	g	d-d	sel	amid		13.00-1	worm	....
Higrade....A17	1,500	....	115	pr-s	....	....	34x4½	34x4½	....S	heldon	....	....	....	....	..	Wisc	4	3¼x5	....	b	P	....	....	....	....	....	Zenith	....		d	sel	....	..	....	worm	....
Independent....F	2,000	1,385	128	pr-s	....	s	36x3	36x4	w-sq	own	....	r	r	b	3	Cont	4	3½x5	19.61	b	P	z-z-t	Eism S-F	Jesco	100.00	Mon	Marvel	1	g	d-d	sel	u-m		7¾-1	worm	1¾x14
Independent....G	4,000	1,850	144	pr-s	....	s	36x3½	36x5	w-sq	own	....	r	r	b	3	Cont	4	4⅛x5¼	27.20	b	P	z-z-t	Eism S-F	....	....	Mon	Marvel	1¼	g	d-d	sel	u-m		8⅔-1	worm	2½x17
I. H. C....H	1,500	1,450	115	pr-s	s-f	s	36x3	36x3½	w-ov	own	d	r	r	r	3	....	4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel	amid		7.00-1	int-g	⅝x2¼
I. H. C....F	2,000	1,750	128	pr-s	s-f	s	36x3½	36x4	w-ov	own	d	r	r	r	3	....	4	3½x5¼	19.61	b-r	P	fin	Bosch S-H	N-East	125.00	own	Holley		g	c	sel	amid		8.00-1	int-g	⅝x2¼
Jeffery....2016	3,000	1,575	130	pr-s	flex	p & s	34x4½	34x5	w-sq	Celfor	d	b	r	r	3	own	4	3¾x5¼	22.50	b-r	P	tube	Dixie S-H	Bijur	stock	Dup	Stmbg	1¼	g	d-p	sel	u-m		8.10-1	int-g	16x3
Jeffery Quad....4016	4,000	2,850	124	pr-s	flex	s	36x5	36x5	c-d	own	d	b	r	r	3	Buda	4	4¼x5½	28.90	b-r	P	cell	Dixie S-H	Bijur	125.00	Dup	Stmbg	1¼	g	d-p	ind-c	amid		8.50-1	int-g-4	16¾x2½
Kelly-Springfield.K-31	3,000	2,250	144	pr-s	s-f	s	36x3½	36x6	w-sq	own	d	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid		....	chn	....
Kelly-Springfield.K-32	3,000	2,250	144	pr-s	s-f	s	36x3½	36x6	w-sq	own	s-f	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid		....	worm	....
Kelly-Springfield.K-36	5,000	3,000	144	pr-s	s-f	s	36x4	36x4d	w-sq	own	s-f	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid		....	worm	....
Kelly-Springfield.K-35	5,000	3,000	144	pr-s	s-f	s	36x4	36x4d	w-sq	own	d	r	r	r	3	own	4	3¾x5¼	22.50	b-r	P	cell	Eism S-A	R & M	175.00	own	Ray	1	g	c	sel	amid		....	chn	....
Kelly-Springfield.K-40	7,000	3,650	150	pr-s	s-f	s	36x5s	40x5d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid		....	chn	....
Kelly-Springfield.K-45	8,000	3,800	150	pr-s	s-f	s	36x5s	40x6d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid		....	chn	....
Kelly-Springfield.K-50	10,000	4,400	150	pr-s	s-f	s	36x6s	40x6d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid		....	chn	....
Kelly-Springfield.K-60	12,000	4,600	150	pr-s	s-f	s	36x6s	40x7d	w-sq	own	d	r	r	r	3	own	4	4½x6½	32.40	2-o	P	cell	Eism S-A	R & M	175.00	own	Ray	1½	g	c	sel	amid		....	chn	....
King....	7,000	2,600	120	r-c	flex	s	36x5	36x5d	w-sq	own	d	b	....	....	3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-D	....	....	Pierce	Scheb	1½	g	d-d	ind-c	u-j		8.67-1	chn	3½x¼
Kissel....	1,500	1,185	135	pr-s	r	p	32x4	32x4	....	....	....	....	....	....	3	....		3⅞x5½	24.70	r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmb	....	v	c	sel	u-m	3	4.58-1	sp-b	....
Kissel....	2,500	2,275	152	pr-s	r	s	34x3	34x4	....	....	....	....	....	....	3	....		3⅞x5½	24.20	r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmb	....	v	d-p	sel	u-m	3	6.50-1	worm	....
Kissel....	4,000	1,585	168	pr-s	r	s	34x4	36x7	....	....	....	....	....	....	3	....		4¼x5½	29.00	r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmb	....	v	d-p	sel	u-m	4	8.50-1	worm	....
Kissel....	7,000	3,150	168	pr-s	r	s	36x5	36x5d	....	....	....	....	....	....	3	....		4¼x5½	29.00	r	P	sq-t	Eism S-H	Remy	150.00	Pierce	Stmb	....	v	d-p	sel	u-m	4	10.25-1	worm	....
Kleiber....AA	2,000	1,800	130	r-c	s-f	s	34x3	34x5	w-ov	....	....	r	r	....	3	Cont	4	3¾x5	22.50	b-r	T	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1¼	g	d-p	sel	u-m		6.75-1	worm	16x3¼
Kleiber....A	3,000	2,350	140	r-c	s-f	s	36x3½	36x5	w-ov	....	....	r	r	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1¼	g	o-d	sel	amid		6-50-1	worm	16x3¼
Kleiber....BB	4,000	2,600	145	r-c	s-f	s	36x3½	36x6	w-sq	....	....	r	r	....	..	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1¼	g	o-d	sel	amid		7.75-1	worm	17x3
Kleiber....B	5,000	2,860	150	r-c	s-f	s	36x4	36x4d	w-sq	....	....	r	r	....	3	Cont	4	4⅛x5¼	27.20	b-l	P	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1¼	g	o-d	sel	amid		8.67-1	worm	18x2½
Kleiber....C	7,000	3,650	160	r-c	s-f	s	36x5	36x5d	w-sq	....	....	r	r	....	3	Cont	4	4½x5½	32.40	2-l	P	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1½	g	o-d	sel	amid		8.75-1	worm	20x3
Kleiber....D	10,000	4,500	170	r-c	s-f	s	36x6	40x6d	w-sq	....	....	r	r	....	3	Cont	4	5¼x5¾	44.20	2-o	P	z-z-t	Bosch D-H	....	opt	Pierce	Scheb	1½	g	o-d	sel	amid		8.75-1	worm	24x3
Knickerbocker....A	7,000	3,500	128	r-c	r	s	35x5	35x5d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H	....	stock	Pierce	Stmbg		g	c	sel	u-m		3.50-1	chn	....
Knickerbocker....C	10,000	4,500	148	r-c	r	s	36x6	36x6d	w-sq	....	....	....	....	....	3	....	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H	....	stock	Pierce	Stmbg		g	c	sel	u-m		3.50-1	chn	....
Knox Tractor....35	20,000	4,500	108½	r-c	r	s	36x5	38x6d	c-hol	Timken	d	....	....	....	3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel	u-j		9.60-1	chn	6¼x20
Knox Tractor....36	20,000	5,000	108½	r-c	r	s	36x4	38x6d	c-hol	Timken	d	....	....	....	3	Knox	4	5x5½	40.00	2-h	P	cell	Eism S-H	Bijur	stock	none	Zenith	1½	v	d-p	sel	u-j		12.05-1	chn	6¼x20
Koehler....K	2,500	995	129	r-c	r	s	34x3	34x4	w-sq	Torb	....	r	r	r	3	own	4	3½x5	19.61	l h	T	fin	Eism S-F	....	....	opt	Sun'man	1	g	d-d	sel	u-m		7.00-1	int-g	15x2¼
Lambert....V2	2,000	1,700	144	r-c	s-f	s	36x3½	36x4	w-sq	....	....	....	....	....	5	....	4	4¼x5¼	29.00	1-l	P	fin	Remy S-H	....	100.00	Pierce	Scheb		g	....	fric	amid		....	chn	....
Lamson....	2,000	1,675	144	pr-s	s-f	....	36x3	36x4	w-sq	Sheldon	....	....	....	....	3	Wisc	4	3¾x5	....	....	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg	....	v	d-p	ind-c	u-m		6.75.1	worm	....
Lamson....	3,000	2,000	150	pr-s	s-f	s	36x3½	36x5	w-sq	Sheldon	....	....	....	....	3	Wisc	4	4 x5	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		7.75-1	worm	....
Lamson....	5,000	2,600	160	pr-s	s-f	s	36x4	36x7	w-sq	Sheldon	....	....	....	....	3	Wisc	4	4 x6	25.60	b-l	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	u-m		8.75-1	worm	....
Lamson....	7,000	3,450	170	r-c	s-f	s	36x5	40x5d	c-d	Sheldon	....	....	....	....	3	Wisc	4	4¾x5½	36.15	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	amid		11.75-1	worm	....
Lamson....	10,000	4,400	180	r-c	s-f	s	36x6	40x6d	c-d	Sheldon	....	....	....	....	3	Wisc	4	5-1/10x5½	41.62	2-o	P	cell	Bosch D-H	Vesta	stock	Dup	Stmbg		v	d-p	ind-c	amid		11.75-1	worm	....
Landshaft....GI	2,000	1,250	124	r-c	....	s	34x3½	36x4	w-sq	Torb	d	b	b	r	..	Buda	4	3½x5⅛	....	....	T	....	....	....	75.00	....	....	1	..	p	sel	....		....	int-g	....
Landshaft....LI	4,000	1,650	144	r-c	....	s	34x4	36x6	w-sq	Torb	d	b	b	r	..	Buda	4	4⅛x5½	....	....	T	....	....	....	75.00	....	....	1¼	..	d	sel	....	..	....	int-g	....
Lane....A	1,500	1,075	150	r-c	....	s	34x4	36x6	w-sq	Timken	....	....	....	....	2	Cont	4	3¼x5	16.92	b-l	T	fin	G & D S-H	G & D	stock	....	Shak		g	o-d	sel	u-m		6.20-1	worm	....
Lange....C	3,000	1,850	130	r-c	r	s	36x3½	38x4	w-ov	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-r	T	sq-t	Bosch S-H	....	....	Pierce	Stmbg		g	o-d	ind-c	u-j		8.05-1	chn	....
Lange....B	5,000	2,450	136	r-c	r	s	36x4	38x6	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b--	T	sq-t	Bosch S-H	....	....	Pierce	Stmbg		g	o-d	ind-c	u-j		9.21-1	chn	....
Larrabee....M	2,000	1,600	130	pr-s	s-f	s	34x3½	34x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	3¾x5	22.50	b-r	T	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel	u-m		6.50-1	worm	2½
Larrabee....N	3,000	2,000	140	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel	u-m		7.75-1	worm	3
Larrabee....O & P	5,000	2,600	154-166	pr-s	flex	s	36x4	36x7	w-sq	Sheldon	s-f	b	r	r	3	Cont	4	4⅛x5¼	27.20	b-r	P	sq-t	G & D S-H	G & D	stock	Pierce	Scheb	1¼	g	d-d	sel	u-m		8.66-1	worm	2¼
Lawson....35	1,000	....	112	pr-s	....	p	31x4	31x4	w-ov	....	....	....	....	....	3	....	4	3¾x4¼	22.50	b-r	T	cell	Dixie S-H	Split	opt	....	Scheb		g	o-p	sel	u-m		4.30-1	b	....
Lenox Amer...Tractor	8,000	4,250	192	....	....	....	60x18	60x18	....	....	....	½-f	....	....	..	....	4	5¾x7	....	....	P	....	Dixie	....	....	....	Carter	....	..	....	sel	....	..	....	4-w	....
Lenox Amer...Tractor	3,000	2,000	144	....	....	....	48x10	48x10	....	....	....	½-f	....	....	..	....	4	4¾x5½	....	....	P	....	Dixie	....	....	....	Carter	....	..	....	sel	....		....	4-w	....
Lincoln....L	2,000	975	122	pr-s	s-f	p	33x5	33x5	w-ov	....	....	....	....	....	3	....	4	3½x5	19.61	b-r	T	tube	Dixie S-F	Delco	100.00	Mon	Zenith		v	c	sel	u-m		6.50-1	b	....
Lippard-Stewart..MW	1,000	1,000	106	pr-s	s-f	p	33x4	33x4	w-ov	....	....	....	....	....	2	....	4	3¼x5	16.92	b-l	T	sq-t	Brlng S-F	Remy	75.00	none	Zenith		g	c	sel	amid		5.80-1	worm	....
Lippard-Stewart....W	1,500	1,600	125	pr-s	s-f	p	35x4½	35x4½	w-ov	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	150.00	none	Zenith		g	c	sel	amid		6.00-1	worm	....
Lippard-Stewart....H	2,000	2,000	145	pr-s	s-f	s	36x3	36x5	w-ov	....	....	....	....	....	3	....	4	3¾x5¼	22.50	b-l	P	sq-t	Eism S-F	Dyneto	150.00	Pierce	Zenith		g	c	sel	amid		6.75-1	worm	....
Lippard-Stewart....F	3,000	2,300	145	pr-s	flex	s	36x3½	36x3d	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	150.00	Pierce	Zenith		g	c	sel	amid		7.75-1	worm	....
Lippard-Stewart....G	4,000	2,600	158	pr-s	flex	s	36x4	36x4d	w-ov	....	....	....	....	....	3	....	4	4⅛x5¼	27.20	b-l	P	sq-t	Eism S-F	Dyneto	150.00	Pierce	Zenith		g	c	sel	amid		9.25-1	worm	....
Little Giant....15	2,000	1,500	138	pr-s	s-f	s	34x4	34x5	w-sq	Timken	f-f	r	r	r	3	Cont	4	3½x5	19.61	b-r	T	cell	Eism S-H	....	stock	....	Scheb	1	g	d-d	sel	u-m		6.00-1	worm	15x2½
Little Giant....H	2,000	1,400	110	r-I	s-f	s	36x3	36x3½	w-sq	Sheldon	....	....	....	....	3	Buda	4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H	....	....	....	Scheb		g	o-d	....	u-j		6.88-1	chn	....
Little Giant....H	3,000	1,500	110	r-c	s-f	s	36x3½	36x4	w-sq	Sheldon	....	....	....	....	3	Buda	4	3½x5⅛	19.61	b-r	T	z-z-t	Eism S-H	....	....	....	Scheb		g	o-d	sel	u-j		6.88-1	chn	....
Little Giant....16	4,000	2,500	144	pr-s	s-f	s	36x4	36x7	w-sq	Timken	f-f	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	....	....	....	Scheb	1¼	g	d-d	sel	u-m		7.75-1	worm	16x3½
Luverne....17	4,000	2,000	150	....	....	....	36x3½	36x3½	....	Hess	f-f	....	....	....	..	Cont	6	3¾x5½	....	....	P	....	Bosch	West	....	....	Scheb	1¼	..	d	sel	....		....	int-g	2¼x16
Maccar....L	3,000	2,250	150	pr-s	r	s	36x4	36x5	w-sq	Timken	w	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	....	....	Pierce	Stmbg	1¼	..	d-d	sel	u-m		6.75-1	worm	2½x½
Maccar....H	5,000	2,700	162	pr-s	r	s	36x4	36x4d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H	....	....	Pierce	Stmbg	1¼	..	d-d	sel	u-m		7.75-1	worm	2½x½
Maccar....M	7,000	3,400	174	pr-s	r	s	36x5	36x5d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H	....	....	Pierce	Stmbg	1¼	..	d-d	sel	u-m		10.20-1	worm	3x½
Maccar....U	11,000	4,300	186	pr-s	r	s	36x5	40x6d	w-sq	Timken	w	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch S-H	....	....	Pierce	Stmbg	1¼	..	d-d	sel	amid		13.66-1	worm	3½x½
Mack....AB	2,000	2,250	144	pr-s	s-f	s	36x4	36x3½d	w-sq	....	d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	6.29-1	chn	2¼x14
Mack....AB	2,000	2,250	144	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	7.00-1	worm	3¼x14
Mack....AB	3,000	2,700	162	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	7.75-1	worm	3¼x16

Mack	AB	3,000	2,700	162	pr-s	s-f	s	36x4	36x3½d	w-sq		d	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	6.99-1	chn	2¼x14
Mack	AB	4,000	2,900	162	pr-s	s-f	s	36x4	36x4d	w-sq	Timken	f-f	r	r	r	3	own	4	4 x5	25.60	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	7.75-1	worm	3¼x16
Mack	AB	4,000	2,900	162	pr-s	s-f	s	36x4	36x4d	w-sq		d	r	r	r	3	own	4	4 x5	25.00	2-r	P	cell	Split S-H	Bosch	250.00	own	Stmbg	1¼	g	d-d	sel	u-m	4	6.99-1	chn	2¼x14
Mack	AC	7,000	3,750	156	pr-s	s-f	s	36x5	40x5d	w-sq		d	r	r	r	3	own	4	5 x6	40 00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel	u-j	3	7.54-1	chn	3½x20
Mack	AC	11,000	4,500	156	pr-s	s-f	s	36x6	40x6d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel	u-j	3	8.40-1	chn	3½x20
Mack	AC	15,000	4,800	156	pr-s	s-f	s	36x7	40x7d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg	1½	g	d-p	sel	u-j		11.58-1	chn	3½x20
Mack Tractor	AC	14,000	3,400	119	pr-s	s-f	s	36x5	40x5d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		10.77-1	ch	
Mack Tractor	AC	22,000	4,000	119	pr-s	s-f	s	36x6	40x6d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		11.58-1	chn	
Mack Tractor	AC	30,000	4,500	119	pr-s	s-f	s	36x7	40x7d	w-sq		d	r	r	r	3	own	4	5 x6	40.00	2-r	P	ring	Bosch D-H	Bosch	250.00	own	Stmbg		g	d-p	sel	u-j		14.10-1	chn	
Maxwell	25	750	545	103	pr-s	flex	p	30x3½	30x3½	w-ov		¾-f	r-p	b	r	2	own	4	3⅝x4½	21.08	b-r	T	fin	Simms D-H	Huff-S	stock		K.D		g	c	el	u-m		3.59-1	b	1¾x⅝
Menominee	EW	1,500	1,425	124	r-c	s-f	c	36x4	37x5½	w-ov	Timken	w				3	Cont	4	3¾x5	22.50	b-r	T	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee	FW	2,000	1,790	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w				3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee	H	3,000	2,050	130	r-c	s-f	s	36x3½	36x5	w-sq	Timken	w				3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	sel	u-m			worm	
Menominee	D	4,000	2,475	144	r-c	s-f	s	36x4	36x6	w-sq	Timken	w				3	Cont	4	4 x5¼	27.20	b-l	P	cell	Bosch S-H		opt	own	Stmbg		g	d-d	el	u-m			worm	
Menominee	G	7,000	3,275	160	r-c	s-f	s	36x5	36x5d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt	own	Stmbg		g			amid			worm	
Menominee	J	10,000	4,150	160	r-c	s-f	s	36x6	36x6d	w-sq	Timken	w				3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H		opt	own	Stmbg		g			amid			worm	
MercuryBulley Trac.	A		3,400	71	r-c	r	s	34x4	38x4d	w-sq	own		b	b	r	3	Wisc	4	4¼x5	29.00	2-o	P	cell	Bosch D-H	Bosch	stock	Pierce	Stmbg	1¼	g	d-p	ind-c	u-j		14.00-1	chn	
Metropolitan			895	115	pr-s		p	34x4	35x4½	w-ov		s-f		r	r	3		4	3¾x4¼	29.00	b-l	T	cell	S-H							d-d	sel	u-m		6.00-1	b	14⅜x2
Mets	25	800	500	108				31x3½	31x3½		own			b	r		own	4	3⅞x4			T		Dixie	Delco	Stock		A-W-T	1		d	I-C				chn	
M. H. C.	A	1,800	1,050	148	pr-s	r	p	34x4½	34x4½	w-ov	Timken	f-f	b	r	r		Cont	6	3¼x4½	25.00	l	P	cell	Delco				Stmbg	1¼	v	d	sel	m	3	6.41-1	worm	16
M. H. C.	B	2,000	1,250	148	pr-s	r	p	36x4½	36x4½	w-ov.	Timken	f-f	b	r	r		Cont	6	3½x5	29.00		P	cell	Delco	Delco	stock		Stmbg	1¼	v	d	sel	m	3	6.41-1	worm	16
Moon	A	1,000	850	125				33x4	33x4		Sheldon	f-f					Cont	4	3¼x5			P		Bosch				Stmbg	1¼		c	sel				b	2
Moon	B	3,000	1,600	140	pr-s	r	s	36x3½	36x4	w-ov	Sheldon					3	Cont	4	3¾ 5¼	22.50	b-h	G	s-s-t	Remy D			none	Stmbg	1¼	g	c	sel	u-,			chn	2
Moreland		1,500	1,290	114	pr-s	s-f	p	34x4½	34x4½	w-sq	Timken	s-f				3	Cont	4	3½x5	19.60	b-r	T	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	5.80-1	worm	13x2
Moreland	15-D	2,000	1,650	126	pr-s	s-f	s	34x3½	34x4	w-sq	Timken	s-f				3	Cont	4	3¾x5	22.50	b-r	T	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1	g	d	sel	u-m	3	6.00-1	worm	16x3½
Moreland	15-B	3,000	2,100	126	pr-s	s-f	s	34x3½	34x5	w-sq	Timken	s-f				3	Cont	4	4⅛x5¼	27.30	b-l	P	cell	Dixie S-H	opt	150.00	Pierce	Ensign	1¼	g	d	sel	u-m	3	7.00-1	worm	16x3½
Moreland	15-C	5,000	2,750	144	pr-s	s-f	s	34x4	34x4d	w-sq	Timken	f-f				3	Cont	4	4½x5½	32.50	2-l	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	u-m	4	6.80-1	worm	16x3¼
Moreland	15-G	8,000	3,600	162	pr-s	s-f	s	36x5	38x5d	w-sq	Timken	f-f				3	Wauk	4	4¾x6¾	36.15	2-l	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½	g	d	sel	amid	4	7.80-1	worm	18x3½
Moreland	16-J	10,000	4,250	192	pr-s	s-f	s	36x6	40x6d	s-tr	Timken	f-f				3	Wauk	4	4¾x6¾	36.15	2-r	P	cell	Dixie S-H	opt	175.00	Pierce	Ensign	1½		d	sel	amid	4	11.67-1	worm	24x4
Morton		6,000	4,250	108				40x6	40x6		Timken	f-f						4	4¾x6¾			P		Dixie				Carter			d	sel				worm	
Nash		2,000	1,450								Celfor								3¾x5¼	22.50	b-l						Simplex						u-m			int-g	
Nelson & LeMoon	E1	2,000	1,700	opt	r-c	r	s	36x3	36x4	w-sq	Timken		r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	sq-t	Bosch S		125.00	Mon	Ray	1¼		d-d	sel	u-m		6.75-1	worm	
Nelson & LeMoon	E2	4,000	2,250	opt	r-c	r	s	36x4	36x7	w-sq	Timken		r	r	r	3	Cont	4	4 x5¼	27.20	b-l	P	sq-t	Bosch P		125.00	Mon	Ray	1¼		d-d	sel	u-m		8.75-1	worm	
Nelson & LeMoon	E3	6,000	3,100	opt	r-c	r	s	36x5	38x5d	w-sq	Timken		r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch S-A		125.00	Mon	Ray	1¼		d-d	sel	u-m		8.75-1	worm	
Nelson & LeMoon	E5	10,000	4,200	opt	r-c	r	s	36x6	40x6d	w-sq	Timken		r	r	r	3	Cont	4								125.00			1¼								
Netco	D	4,000	2,450	144	pr-s	r	s	36x4	36x6	w-sq	Timken	f-f				3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F	G & D	200.00	none	Zenith	1¼	g	d-d	sel	u-m		8.50-1	worm	2½
Netco	E	4,000	2,650	144	pr-s	s-f	s	36x4	36x6	w-sq	Timken	f-f				3	Cont	6	3¾x5¼	33.75	3-r	P	fin	G & D D-H	G & D	200.00	none	Zenith	1½	g	d-d	prog	u-m		8.50-1	worm	3
New York	M	3,000	2,200	144	r-c	s-f	s	36x3½	36x5	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F			Pierce	Stmbg		g	d-p	ind-c	u-m		7.75-1	worm	
New York	N	4,000	2,600	144	r-c	s-f	s	36x4	36x4	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F			Pierce	Stmbg		g	d-p	ind-c	u-m		7.75-1	worm	
Niles	B	2,000	1,175	124	pr-s	flex	p	35x5	35x5	w-ov						3		4	3½x5	19.61	b-l	T	sq-t	Eism S-H			Pierce	Stmbg		g	d-d	sel	u-m		6.50-1	worm	
Niles	E	4,000	1,875	140	pr-s	flex	s	36x4	36x7	w-ov						3		4	4⅛x5¼	27.20	b-l	P	s-s-t	Eism S-H			Pierce	Stmbg		g	d-p	sel	amid		8.50-1	worm	
Northwestern		3,000	2,150	140	r-c			34x3½	36x6	w-ov	Sheldon	w	½-f				Cont	4	4⅛x5¼			P		Bosch				Stmbg			c	sel				worm	
Old Hickory		1,250	825	112	r-c	s-f	p	33x4	33x4	w-ov	Salis	s-f	b	b	r	2	Lycmg	4	3¼x5	16.92	b-r	T	cell	Conn S-H	Dyneto	stock		Carter	1	g	c	sel	u-m		6.00-1	b	2x14
Old Reliable		3,000	1,950	150	pr-s	s-f	s	34x3	36x6	w-sq						3		4	3¾x5	22.50	b-l	P	sq-t	Bosch S-H		stock		Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Old Reliable		4,000	2,450	150	r-c	s-f	s	34x4	36x4d	w-sq						4		4	4 x6	25.60	b-l	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Old Reliable		5,000	2,750		r-c	r	s	34x4	36x4d	w-sq						3		4	4¼x5	29.00	2-o	P	sq-t	Bosch S-H				Stmbg		g	o-d	sel	u-j			chn	
Old Reliable		6,000	3,250	150	r-c	s-f	s	34x5	36x5d	w-sq						4		4	4¼x6	29.00	b-l	P	sq-t	Bosch S-H		stock	Dup	Stmbg		v	d-d	sel	u-m		8.75-1	worm	
Old Reliable		8,000	3,750		r-c	s-f	s	36x5	40x5d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		v	d-d	sel	amid		8.75-1	worm	
Old Reliable		8,000	3,750		r-c		s	36x6	36x6d	w-sq						3		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock		Stmbg		g	o-d	sel	amid			chn	
Old Reliable		10,000	4,500	150	r-c	r	s	36x6	36x6d	w-sq						8		4	4¾x5½	36.15	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	o-d	sel	amid			chn	
Old Reliable		14,000	5,000	150	r-c		s	36x6	40x7d	w-sq						2		4	5-1/10x5½	41.62	2-o	P	sq-t	Bosch S-H		stock	Dup	Stmbg		g	o-d	sel	u-j			chn	
Oneida	A	2,000	2,000	130	r		s	36x3½	36x5	w-sq	Timken	f-f			r		Cont	4	3¾x5¼		b-l	P		Bosch	Bosch				g	g	o-d	sel	amid	3		worm	
Oneida	B	3,000	2,650	130	r		s	36x3½	36x5	w-sq	Timken	f-f			r		Cont	4	4⅛x5¼		b-l	P		Bosch	Bosch					g	o-d	sel	amid	3		worm	
Oneida	C	4,000	4,000	144	r		s	36x4	36x6	w-sq	Timken	f-f			r		Cont	4	4⅛x5¼		b-l	P		Bosch	Bosch					g	o-d	sel	amid	3		worm	
Oneida	D	7,000	3,600	160	r		s	36x5	36x5d	w-sq	Timken	f-f			r		Cont	4	4½x5½		b-l	P		Bosch	Bosch					g	o-d	sel	amid	3		worm	
Overland	90	800	730	104	pr-s		p	31x4	31x4	w-ov	own	¾-f	b-r	r	b	2	own	4	3⅜x5	18.21	b-r	T	cell	Bat H	Autolite	stock	none	Tillotson		v	c	sel	u-x			b	12⅜x1½
Overland		1,200	850	106	pr-s		p	33x4½	33x4½	w-ov	own	¾-f	b-r	r	r	5	own	4	4⅛x4½	27.20	b-r	T	cell	Dixie H	Autolite	stock	none	Tillotson		v	c	sel	u-x			b	13⅜x2½
Packard	1-E	2,000	2,350	126	r-c	s-f	s	34x3½	34x6	w-sq						3		4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	
Packard	1½-E	3,000	2,650	126	r-c	s-f	s	34x3½	34x3½d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	6.25-1	worm	
Packard	2-E	4,000	3,000	144	r-c	s-f	s	34x4	34x4d	w-sq	own	f-f	b	r	r	3	own	4	4 x5½	25.60	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	7.25-1	worm	
Packard	3-E	6,000	3,600	156	r-c	s-f	s	36x5	36x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	9.00-1	worm	
Packard	4-E	8,000	4,025	156	r-c	s-f	s	36x5	40x5d	w-sq	own	f-f	b	r	r	3	own	4	4½x5½	32.40	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	4	10.00-1	worm	
Packard	5E	10,000	4,550	156	r-c	s-f	s	36x6	40x6d	St-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	P	d-d	sel	amid	4	10.66-1	worm	
Packard	6E	12,000	4,800	156	r-c	s-f	s	36x6	46x7d	st-d	own	f-f	b	r	r	4	own	4	5x5½	40.00	b-r	P	cell	Dixie D-H	Bijur	180.00	own	own	1⅝	p	d-d	sel	amid	1	10.66-1	worm	
Packet		600	325	100	pr-s	r	p	28x3	28x3	w-ov	own	d	b	b	b	2	own	4	2¾x4	12.08	b-r	T	fin	At-K S-A			none	Carter	1	g	c	fric	u-j		4.25-1	chn	1⅛x⅝
Palmer		2,000	1,350	132½	pr-s	r	s	34x3½	34x4	w-sq						3		4	3¾x5	22.50	b-r	T	sq-t	Bosch S-F			none	Stmbg		g	d-d	sel	u-m			int-g	
Palmer		4,000	1,975	144	pr-s	r	s	36x3½	36x3½d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F			Pierce	Stmbg		g	d-d	sel	u-m		7.75-1	worm	
Palmer-Moore	K	1,500	1,150	106	pr-s	r	s	36x3	36x3½	w-ov						3		4	3½x5⅛	19.61	b-r	T	fin	Bosch S-A	opt		Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	
Palmer-Moore	M	2,000	1,350	126	pr-s	r	s	36x3½	36x4	w-sq						3		4	3¾x5⅛	22.50	b-r	T	fin	Bosch S-A	opt		Mon	Zenith		g	d-d	sel	amid		6.83-1	int-g	
Peerless	TC2	4,000	3,000	145			s	36x4	36x4d		Timken	f-f	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	amid		6.21-1	worm	48x3½
Peerless	TC3	6,000	3,700	151			s	36x4	40x4d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		7.45-1	chn	37x4
Peerless	TC4	8,000	4,000	151			s	36x5	40x5d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		8.70-1	chn	37x4
Peerless	TC5	10,000	4,500	151			s	38x6	42x6d		won	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		10.50-1	chn	37x4
Peerless	TC6	12,000	5,000	151			s	38x7	42x7d		own	d	b-r	r	r	3	own	4	4½x6½	32.40	2-o	G	fin	Remy D-H			own	Stmbg	1½	g	c	sel	u-j		10.50-1	chn	37x4
Pennsy	15	1,000	660	98	pr-s		p	30x3½	31x4	w-ov						2		4	4⅛x5½	27.20	b-r	T	fin	Dixie S-F	Dyneto	75.00	none	Zenith		g	d-d	sel	u-m		4.75-1	b	
Pierce-Arrow		4,000	3,300	150	pr-s	flex	s	36x4	36x4d	w-ov	own	w	b		b	3	own	4	4x5½	25.60	2-o	P	fin	Eism S-H	West	325.00	own	own		g	c	sel	amid	3	7.00-1	worm	3x18⅝
Pierce-Arrow		10,000	5,000	168	pr-s	flex	s	36x5	40x6d	w-ov	own	w	b		b	3	own	4	4⅞x6	38.25	2-o	P	fin	Eism D-H	West	325.00	own	own		g	c	sel	amid	3	7.80-1	worm	4½x18
Pullman	4-24	1,000		114	pr-s	s-f	p	31x4	31x4	w-ov	Peru	f-f	b	b	r	4	G-B-S	4	3¾x4¼	22.50	b-l	T	cell	Dixie S-H	Split	stock	none	Stmbg	1	g	o-d	sel	u-m		4.25-1	b	5/32 1½
Rainier		1,000	895	115	pr-s	r	p	33x4	33x4	w-sq	Timken	w	r	r	r	2	Light	4	3¼x4½	16.92	b-l	T	fin	Dixie S-H	Split	85.00	none	Carter	1⅛	g	d-p	sel	u-m		5.80-1	worm	⅝x2
Reo	F	1,500	1,000	120	pr-s	r	p	34x4½	34x4½	w-ov						3		4	4⅛x4½	27.20	2-r-h	P	fin	Remy S-H	Remy	stock	none	Johns		g	d-d	sel	amid		4.30-1	sp-b	
Reo	J	4,000	1,650	146	pr-s	r	s	36x4	36x3½d	w-sq						3		4	4⅛x4½	27.20	2-r-b	P	fin	Nat D-H			own	Johns		g	d-d	sel	amid		8.70-1	chn	
Republic	9	1,500	895	120	pr-s	flex	c	32x3	32x3½	w-sq						2		4	3¼x5	16.92	b-l	T	sq-t	Bosch S-F	Bosch	stock	Rugg			g	d-d	sel	u-m		5.36-1	int-g	
Republic	10	2,000	1,195	124	pr-s	s-f	s	34x3	34x4	w-sq						3		4	3½x5	19.61	b-l	T	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		7.00-1	int-g	
Republic	11	3,000	1,450	144	pr-s	s-f	s	34x3	34x5	w-sq						3		4	3¾x5	22.50	b-l	T	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	
Republic	12	4,000	1,885	144	pr-s	s-f	s	34x4	34x6	w-sq						3		4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		8.00-1	int-g	
Republic	T	7,000	2,750	165	pr-s	s-f	s	36x5	36x5d	c-d						3		4	4¼x5½	29.00	b-l	P	cell	Bosch S-H	Bosch		Rugg	Stmbg		g	d-d	sel	u-m		11.00-1	int-g	
Reya				117							Peru								3¾x4½					Dixie-5	Dyneto												
Riker		6,000	3,600	170	pr-s	r	s	36x5	36x5d	w-sq	own	f-f				5	own	4	4¼x6	29.00	2-o	P	fin		West	225.00	own	own		g	c	sel	amid		10.00-1	worm	
Riker		8,000	3,750	150	pr-s	r	s	36x5	36x6d	w-sq	own	f-f				5	own	4	4¼x6	29.00	2-o	P	fin	Bosch D-H	West	225.00	own	own		g	c	sel	amid		10.00-1	worm	
Rowe	CDW	4,000	2,800	142	r-c		s	34x4	36x3½d									4	4x5			P		Bosch						g	d	sel	u-m	4		worm	
Rowe	CDW	5,000	3,000	164	r-c		s	34x4	36x4d									4	4x5			P		Bosch						g	d	sel	u-m	4		worm	
Rowe	DEW	7,000	3,400	156	r-c		s	36x5	36x5d									4	4x6			P		Bosch						g	d	sel	u-m	4		worm	
Rowe	GW	10,000	4,500	171	r-c		s	36x6	36x6d									4	4¾x5½			P		Bosch						g	d	sel	u-m	4		worm	
Royal		2,000		124	r-c		s	34x4	34x5	w-sq						3		4	3¼x5	16.92	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	
Royal		5,000		132	r-c		s	36x4½	36x6	w-sq						3		4	4 x6	25.60	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c	amid			worm	

			RUNNING GEAR									BEARINGS				MOTOR								STARTING & LIGHTING SYSTEM						TRANSMISSION					
				Frame		Tires																													
NAME AND MODEL	Pounds Capacity	Chassis Price	Wheel-base	Material	Construction	Kind Tires	Front Size	Rear Size	Wheels	Make of Rear Axle	Type of Rear Axle	Type of Bearings in Gear Set	Type of Bearings in Front Wheel	Type of Bearings in Rear Axles	No. of Crank-Shaft	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H.-P.	Cylinders Cast and Valve Location	Cooling System	Radiator Type	Ignition System Type and Spark Advance	Make	Extra Cost	Make of Governor	Make of Carburetter	Size of Carburetter	Type of Feed	Clutch Type	Gearset Type and Location	Speeds	Total Gear Reduction in High	Final Drive	Size of Brake Banding
Royal	7,000		158	r-c		s	36x5	38x5d	w-ov						3		4	4¼x6	29.00	b-l	P	cell	Bosch S-F		stock	Mon	Master		g	d-p	ind-c amid			worm	
Royal	10,000		168	r-c		s	36x6	40x6d	w-ov						3		4	4¾x5½	36.15	2-o	P	cell	Bosch S-F		stock	Mon	Master		g	o-d	ind-c amid			worm	
Royal	12,000		158	r-c		s	36x6	40x6d	w-ov						3		4	5⅛x6	42.20	2-o	P	cell	Bosch S-F			Mon	Master		g	o-d	ind c amid			worm	
Royal	14,000		158	r-c		s	36x7	40x7d	w-ov						3		4	5¼x7	44.20	2-o	P	cell	Bosch S-F			Mon	Master		g	o-d	ind-c amid			chn	
Rush F	1,000	750	105	pr-s	flex	p	31x4	31x4	w-ov	Rush					2	Lycmg	4	3¼x5	16.92	b-r	T	fin	Conn S-H	Split	stock		Carter	1	g	d-d	sel u-m		4.42-1	b	1 15/32
Sanford	7,000					s	36x5	36x5d									4	4½x5					Bosch				Stmb			d-p	sel amid	4		worm	2½x20
Saurer L	10,000	4,800	153	pr-s	s-f	s	36x5	42x5d	w-sq						3		4	4⅝x5½	34.28	2-o	P	cell	Bosch S-H			own	own		p	c	sel u-j		15.85-1	chn	
Saurer M	13,000	5,800	156	pr-s	s-f	s	36x5	42x6d	w-sq						3		4	4⅝x5½	34.28	2-o	P	cell	Bosch S-H			own	own		p	c	sel u-j		14.80-1	chn	
Schacht	3,000	2,650	138				38x3½	38x5		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel			worm	17x3
Schacht	4,000	2,800	144				38x4	38x4		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel			worm	17x3½
Schacht	6,000	3,200	166				38x5	38x5		own	f-f	b	r			Buda	4	4¼x5½			P		Bosch				Scheb	1¼		c	sel			worm	17x3½
Schleicher	6,000	3,500	150	r-c	r	s	34x4½	34x3½d	w-ov						3		4	4¼x5½	29.00	2-r	P	sq-t	Bosch D-H			opt	Stmbg		g					chn	
Schleicher	10,000	4,500	150	r-c	r	s	34x5	34x4d	w-ov	b b	b						4	5 x6	40.00	2-r	P	sq-t	Bosch D-H				Stmbg		g	c	sel amid		5.00-1	chn	
Seagrave F			158	r-c	s-f	s	36x4	38x4d	w-ov	own		b-r	r			own	6	5¾x6½			P	sq-t		West		Pierce	Scheb	2	g	d-d	sel amid	3	4.40-1	chn	16x3
Seagrave T			172	r-c	s-f	s	36x5	38x4d	w-ov	own		b-r	r			own	6	5¾x6½			P	sq-t		West		Pierce	Scheb	2	g	d-d	se amid	3	4.40-1	chn	16x3
Selden G	1,500	1,075	110	pr-s	s-f	p	32x3½	33x4	w-sq	Sheldon		b	r	b	2	LeRoi	4	3⅛x4½	15.64	b-r	T	sq-t	Eism S-F	Al-Ch	80.00	LeRoi	Scheb	1	g	d-d	sel u-m		6.20-1	worm	33x1¾
Selden TL	2,000	1,850	126	pr-s	s-f	s	34x3	34x4	w-sq	Timken		r	r	r	3	Cont	4	3½x5	19.61	b-r	T	sq-t	Bosch S-F	N-East	175.00	Pierce	Stmbg	1	g	d-d	sel u-m		6.75-1	worm	54¼x3
Selden JC	4,000	2,150	150	pr-s	s-f	s	36x4	36x6	w-sq	R ussel		r	r	r	3	Cont	4	3¾x5¼	22.50	b-l	P	sq-t	Bosch S-F	N-East	150.00	Pierce	Stmbg	1	g	d-d	sel u-m		9.45-1	int-g	51x2
Selden JWL	4,000	2,350	150	pr-s	s-f	s	36x4	36x6	w-sq	Timken							4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch S-F	N-East		Pierce	Stmbg	1	g	d-d	sel u-m		9.25-1	worm	27x3½
Selden N	7,000	3,400	164	pr-s	s-f	s	36x5	36x5d	w-sq	Timken							4	4½x5½	32.40	2-l		sq-t	Eism S-H	N-East	175.00	Pierce	Stmbg	1¼	g	d-d	sel u-m		10.33-1	owm	33x3½
Service 220	2,000	1,500	137	pr-s	flex	s	34x3	34x4	w-sq	Timken		r	r	r	3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Bosch S-H	West	120.00	Simplex	Master	1	v	d-d	sel amid		7.00-1	worm	16x3½
Service 230	3,000	2,200	150	pr-s	s-f	s	36x3½	35x5	w-sq	Timken		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1¼	g	d-p	sel amid		7-75-1	worm	16x3½
Service 240	4,000	2,500	160	pr-s	s-f	s	36x5	36x7	w-sq	Timken		r	r	r	3	Buda	4	4⅛x5½	27.20	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1¼	g	d-p	sel amid		7.75-1	worm	16x3½
Service 270	7,000	3,300	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken		r	r	r	3	Buda	4	4¼x5½	29.00	b-r	P	fin	Eism S-H	West	140.00	Sim plex	Master	1¼	g	d-p	sel amid		8.75-1	worm	18x3½
Service 275	7,000	3,600	171	pr-s	s-f	s	36x5	36x5d	w-sq	Timken		r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Sim plex	Master	1½	v	d-p	sel amid		7.8-1	worm	18x3½
Service 300	10,000	4,300	171½	pr-s	s-f	s	36x6	40x6d	w-sq	Timken		r	r	r	3	Buda	4	4½x6	32.40	b-r	P	fin	Eism S-H	West	140.00	Simplex	Master	1½	v	d-p	sel amid		11⅔-1	worm	24x4
Sheirdan	1,000	490	104				31x3½	31x3½			f-f						4	3¼x4			T		Bosch				Carter			d	sel			b	
Signal F	2,000	1,550	144	pr-s	s-f	s	34x3	36x4	w-sq						3		4	3¾x5¼	22.50	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel u-m		7.75-1	worm	
Signal H	3,000	1,800	144	pr-s	s-f	s	34x3½	36x5	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel u-m		8.50-1	worm	
Signal J	4,000	2,100	150	pr-s	s-f	s	34x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel u-m		9.25-1	worm	
Signal M	7,000	3,000	168	pr-s	s-f	s	36x5	40x5d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel u-m		10.33-1	worm	
Signal R	10,000	4,000	180	pr-s	s-f	s	36x6	40x6d	w-sq						3		4	4½x5½	32.40	2-l	P	fin	Eism S-F			Mon	Stmbg		g	d-d	sel amid		13.66-1	worm	
Standard 70	4,000	2,000	140			s	36x4	36x6							3		4	4⅛x5¼	27.20	b-l	P	fin	Eism S-A			Mon	Scheb			c	sel amid		7.75-1	worm	
Standard 60	7,000	2,850	144			s	36x5	36x5d							3		4	4½x5¼	32.40	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel u-m		10.33-1	worm	
Standard 40	8,000	3,025	144			s	36x5	36x5d							3		4	4½x5¼	32.40	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel u-m		9.50-1	chn	
Standard 50	10,000	3,400	144			s	36x5	40x6d							3		4	4¼x5¼	29.00	2-l	P	fin	Eism S-A			Mon	Stmbg			d-d	sel u-m		13.00-1	worm	
Steele C	4,000	2,250	115	r-c	s-f	s	38x5	40x4d	c-cr						3		4	4⅛x5¼	27.20	b-r	P	cell	At-K S-A	Carlton	stock	own	Stmbg			o-d	ind-c u-j		9.51-1	chn	
Steele B	6,000	3,000	127	r-c	s-f	s	38x6	40x5d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c u-j		9.21-1	chn	
Steele BA	8,000	3,500	127	r-c	s-f	s	38x6	40x5d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c u-j		9.21-1	chn	
Steele A	10,000	4,000	127	r-c	s-f	s	38x7	40x6d	c-cr						3		4	5 x5	40.00	2-h	P	cell	At-K S-A	Carlton	stock	own	Stmbg		g	o-d	ind-c u-j		9.58-1	chn	
Stegeman	4,000	2,600	150	pr-s	flex	s	34x4	36x6	w-sq	own		r	r	r	3	Cont	6	3½x5¼	25.45	b-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel u-m		9.66-1	worm	2¼x10½
Stegeman	6,000	3,000	160	pr-s	flex	s	34x4	36x5d	w-sq	own		r	r	r	3	Cont	6	3½x5¼	29.45	b-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel u-m		10.66-1	worm	2¼x10½
Stegeman	8,000	3,800	160	pr-s	flex	s	36x5	40x5d	w-sq	own		r	r	r	3	Cont	6	3¾x5¼	33.75	2-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel u-m		11.33-1	worm	2¼x10½
Stegeman	10,000	4,500	168	pr-s	flex	s	36x5	40x6d	w-sq	own		r	r	r	3	H-S	6	4x5½	38.40	2-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel u-m		12.66-1	worm	2¼x10½
Stegeman	14,000	5,000	168	Ch	flex	s	36x6	40x7d	steel	own		r	r	r	3	H-S	6	4x5½	38.42	2-l	P	sq-t	Bosch	West	stock	Mon	Ray		g	d-d	sel u-m	3	15.00-1	worm	
Sterling	5,000	2,800	156	pr-s	r	s	36x4	36x4d	w-sq	Sheldon		r	r	r	3	Wauk	9	4¼x5¾	29.00	2-r	P	fin	Eism S-A		35.00	Wauk	Holley		g	d-d	sel u-m		7.70-1	worm	
Sterling	7,000	3,600	158	pr-s	r	s	36x5	36x5d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¼x5¾	29.00	2-r	P	fin	Eism S-A		35.00	Wauk			g	d-d	sel u-m		8.75-1	worm	
Sterling	10,000	4,500	168	pr-s		s	36x5	40x6d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¾x6¾	36.15	2-r	P	fin	Eism D-H		35.00	Wauk	Holley		g	d-d	sel amid		8.75-1	worm	
Sterling	14,000	5,250	168	pr-s		s	36x6	40x7d	w-sq	Sheldon		r	r	r	3	Wauk	4	4¾x6¾	36.15	2-o	P	fin	Eism D-H		35.00	Wauk			g	d-d	sel amid		11.67-1	chn	
Stewart 6	1,500	845	110	pr-s	s-f	p	32x4	32x4	w-ov						2	Ster	4	3 x4¼	14.40	b-l-b	T	fin	Dixie S-F			none	Zenith		g	d-p	sel u-m		6.00-1	int-g	
Stewart 3	2,000	1,390	118	pr-s	s-f	p	34x4½	34x4½	w-ov						3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S F			none	Zenith		g	d-p	sel u-m		6.00-1	int-g	
Stewart 4	2,500	1,485	140	pr-s	s-f	s	34x3½	34x5	w-sq						3	Buda	4	3½x5⅛	19.61	b-r	T	fin	Dixie S-F			none	Zenith		g	d-p	sel u-m		7.00-1	int-g	
Stewart	4,000	2,100	156			s	34x4	34x7								Buda		4¼x5½					Berling				Zenith	1¼					9.00-1	int-g	
Studebaker SF	1,000	785	112	pr-s		p	34x4	34x4	w-ov						3		4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel u-x		4.60-1	b	
Studebaker 7	2,000	1,100	125	pr-s	r	p	35x5	35x5	w-ov						3		4	3⅞x5	24.22	b-l	P	fin	Remy S-H	Wagner	stock	Pierce	Scheb		v	c	sel u-x		5.00-1	b	
Sullivan G	3,000	1,600	129	r-c	s-f	s	36x3	36x4	w-sq						3		4	3¾x4½	22.50	b-r	T	fin	Bosch S-F				Holley		g	c	sel u-j		8.50-1	chn	
Sullivan E	4,000	2,250	150	pr-s	s-f	s	36x4	36x6	w-sq						3		4	4⅛x5½	27.20	b-r	P	fin	Bosch S-F				Holley		v	d-d	sel u-m		9.25-1	worm	
Superior A	2,000	1,500	124	pr-s		s	34x3½	34x4	w-sq						3		4	3½x5	19.61	b-h	T	sq-t	Eism S-F			Mon	Stmbg		v	d-d	sel u-m		7.00-1	int-g	
Superior C	4,000	2,000	144	pr-s		s	36x4	36x6	w-sq						3		4	3¾x5	22.50	b-h	G	sq-t	Eism S-F			Mon	Stmbg		v	d-d	sel u-m		9.00-1	int-g	
Thomas 40	4,000	2,700	150	pr-s	s-f	s	34x4	34x4d	w-sq	Timken	w	b	r	r	3	Buda	4	4⅛x5½	27.20	b-l	P	cell	Bosch S-F	Bosch	stock	Pierce	Stmbg		g	d-d	sel u-m		8.50-1	worm	3½x18
Tiffin A	1,500	1,190	110	pr-s	flex	p	35x4½	35x4½	w-ov	Russel		b	b	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S-H		100.00	none	Scheb	1	g	c	sel u-m		6.80-1	int-g	
Tiffin AW	2,000	1,550	112	pr-s	flex	s	34x3	34x4	w-sq	Sheldon		b	r	b	2	Cont	4	3½x5	19.61	b-r	T	fin	Bosch S H		100.00	Pierce	Scheb	1	g	d-d	sel u-m		6.50-1	worm	
Tiffin GW	3,000	1,970	135	pr-s	flex	s	36x3½	36x5	w-sq	Sheldon		b	r	b	3	Cont	4	3¾x5¼	22.50	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	d-d	sel u-m		8.60-1	worm	
Tiffin MC	5,000	2,500	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken	d	r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	c	sel amid		8.80-1	chn	
Tiffin MW	5,000	2,700	140	pr-s	s-f	s	36x4	36x3½d	w-sq	Timken		r	r	r	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H		100.00	Pierce	Scheb	1¼	g	c	sel amid		7.75-1	worm	
Tiffin PW	7,000	3,400	160	r-c	s-f	s	36x5	36x5d	w-sq	Sheldon		r	r	b	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	Split	100.00	Pierce	Scheb	1¼	g	c	sel amid		11.70-1	worm	
Tiffin RW	10,000	4,550	168	r-I	s-f	s	36x5	40x5d	w-sq	Sheldon		r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel amid		11.70-1	worm	
Tiffin SW	12,000	4,650	168	r-I	s-f	s	36x6	40x6d	w-sq	Sheldon		r	r	b	3	Cont	6	3¾x5¼	33.75	3-r	P	fin	Bosch S-H	Split	stock	Pierce	Scheb	1½	g	d-p	sel amid		11.70-1	worm	
Tower A	1,500	1,150	120	r-c			35x5	35x5		Timken		r	r	r	3	Cont	4	3½x5					Bosch S-H			opt	Stmbg			d-p			4 5-11-1	bev.	
Tower B	3,000	1,800	135	r-c			34x3½	35x5s		Timken		r	r	r	3	Cont	4	3¾x5					Bosch S-H			opt	Stmbg			d-p			8.75-1	bev.	
Transport Tractor T	10,000	2,750	80	r-c	r	s	34x3½	34x4d	w-ov						3		4	3½x5⅛	19.61	b-r	T	cell	Bosch S-F				Zenith	1	g	d-d	sel u-m			worm	
Union B	5,000	1,875	150	pr-s	flex	s	39x4	39x6	w-sq	Russel		b-r	r	r	4	Wisc	4	4 x6	25.60	b-l	P	fin				none	Scheb	1¼	g	o-d	sel u-m		7.75-1	int-g	2
United BSW	4,000	2,250	144	r-c	r	s	36x4	36x4d	w-sq						3		4	4⅛x5¼	27.20	b-l	P	cell	Eism S-H	opt		Pierce	Stmbg		g	d-d	sel u-m		8.66-1	worm	
United CSW	7,000	2,900	144	r-c	r	s	36x5	36x5d	w-sq						3		4	4½x5½	32.40	2-l	P	cell	Eism S-H	opt		Pierce	Stmbg		g	d-d	sel u-m		8.75-1	worm	
United DSW	8,000	3,200	144	r-c	r	s	36x5	36x6d	w-sq						3		4	4½x5½	36.15	2-o	P	cell	Eism S-H	opt		Pierce	Stmbg		g	d-d	sel u-m		8.75-1	worm	
United ESW	10,000	3,900	144	r-c	r	s	36x6	40x6d	c-cr						3		4	4¾x5½	41.62	2-o	P	fin	Eism S-H	opt	200.00	Pierce	Stmbg		g	d-d	sel amid		11.75-1	worm	
U. S. E	5,000	2,500	144	r-c	s-f	s	34x3½	36x3½d	w-sq				r		3	Cont	4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c amid		8.16-1	chn	
U. S. H	5,000	2,800	144	r-c	s-f	s	34x4	36x4d	w-sq				r		3	Cont	4	4⅛x5¼	27.20	b-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c amid		8.66-1	worm	
U. S. D	7,000	3,200	162	r-c	s-f	s	34x5	36x5d	w-sq				r		3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c amid		8.01-1	chn	
U. S. J	7,000	3,500	162	r-c	s-f	s	36x5	40x5d	w-sq				r		3	Cont	4	4½x5½	32.40	2-l	P	sq-t	Bosch D-H			Pierce	Stmbg		g	c	ind-c amid		11.70-1	worm	

U. S.……………K	10,000	4,400	168	r-c	s-f	s	36x6	40x6d	w-sq	………	……	……	r	……	3	Wauk	4	4¾x6¾	36.15	2-l	D	sq-t	Bosch D-H	………	………	Wauk	Stmbg		g	c	ind-c	amid		8.75-1	worm	……
Universal…………G	3,000	1,950	133	r-c	r	s	34x3½	34x5	w-ov	Universl	f-f	r	r	r	3	Buda	4	3¾x5¼	22.50	b-r	T	fin	Eism	opt	………	………	Zenith	1	g	d-d	sel	u-m		7.25-1	worm	2x14½
Universal…………D	4,000	2,800	132	r-c	r	s	36x4	36x4d	w-ov	Universl	l	r	r	r	3	Buda	4	4½x5½	29.86	2-l	P	fin	Eism	opt.	………	………	Heath	1¼	g	d-d	sel	amid		9.16-1	chn	3x30
Universal…………A	6,000	3,400	132	r-I	r	s	36x5	36x5d	w-ov	Universl	d	r	r	r	3	Buda	4	4½x5½	29.86	2-o	P	fin	Eism D-H	opt	………	………	Heath	1¼	g	d-d	sel	amid		10.29-1	chn	3x30
Velie……………25	4,000	2,450	150	pr-s	flex	s	36x4	36x3½d	w-sq	Timken	……	……	……	……	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Bosch S-H	Remy	120.00	Pierce	Stmbg	1¼	v	d-p	sel	amid		6.00-1	worm	3¼x16
Velie……………26	7,000	3,500	172	pr-s	flex	s	36x5	40x5d	w-sq	Timken	……	……	……	……	3	Cont	4	4½x5½	32.40	2-l	P	fin	Bosch S-H	………	………	Pierce	Stmbg	1¼	c	d-p	sel	amid		10.30-1	worm	4x18
Vim……………20	1,000	665	102	pr-s	……	p	31x4	31x4	……	………	……	……	……	……	3	………	4	3 x4½	14.40	b-r	T	fin	Dixie	………	………	………	Zenith		…	c	sel	u-m		5.25-1	b	……
Walter……………C	7,000	4,200	132	pr-s	flex	s	40x6	40x6	c-d	………	……	……	……	……	3	………	4	4⅜x6	30.65	b-l	P	fin	Eism S-A	………	………	………	H & N		g	c	sel	u-m		8.50-1	ext-g	……
Walter……………B	15,000	4,750	162	pr-s	flex	s	36x6	40x6	c-hol	………	……	……	……	……	3	………	4	4⅜x6	30.65	b-l	P	fin	Eism S-F	………	………	………	H & N		g	c	sel	u-m		7.85-1	ext-g	……
Watson……Tractor	10,000	4,050	80	r-c	flex	s	34x4	36x5d	w-sq	Timken	……	r	r	r	3	Cont	4	4½x5½	32.40	2-l	P	cell	Bosch D-H	………	………	Pierce	Zenith		g	d-d	sel	u-m		10.30-1	worm	3½x18
White………GBBE	1,500	2,300	133½	pr-s	……	p	34x4½	34x4½	w-ov	own	s-f	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H	………	extra	………	own		g	o-p	sel	amid		………	b	……
White…………TBC	3,000	3,300	145½	pr-s	……	p	36x4½	36x4½	w-ov	own	s-f	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H	………	extra	………	own		g	o-p	sel	amid		………	red	……
White…………TAD	6,000	4,000	163	r-I	r	s	36x5	40x5d	c-x	own	d	b	b	b	2	own	4	3¾x5⅛	22.50	b-r	P	cell	Eism S-H	………	………	………	own		g	o-p	sel	amid		………	chn	……
White…………TCD	10,000	5,000	169	r-I	……	s	36x5	40x6d	c-x	own	d	b	b	b	3	own	4	4¼x6⅝	29.00	b-r	P	cell	Eism S-H	………	………	………	own		g	o-p	sel	amid		………	chn	……
Wichita…………A	2,000	1,750	110	pr-s	s-f	s	34x3	34x4d	w-sq	Sheldon	d	r	b	r	2	own		3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	………	Stmbg		g	c	sel	u-j		7.32-1	chn	……
Wichita…………K	2,000	1,750	118	pr-s	s-f	s	36x3	36x4	w-sq	Sheldon	s-f	r	b	b	2	own	4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	………	Stmbg		g	c	sel	amid		7.80-1	worm	……
Wichita…………L	3,000	1,950	118	pr-s	s-f	s	36x3	36x5	w-sq	Sheldon	s-f	r	r	b	2	own	4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	none	Stmbg	1	g	c	sel	amid		8.66-1	worm	……
Wichita…………B	4,000	2,250	118	pr-s	s-f	s	34x3½	34x6	w-sq	Sheldon	d	r	r	r	2	own	4	3½x5	19.61	b-l	T	cell	Bosch S-H	West	125.00	none	Stmbg	1	g	c	sel	u-j		8.24-1	chn	……
Wichita…………R	5,000	2,500	144	pr-s	s-f	s	36x4	36x7	w-sq	Sheldon	s-f	r	r	b	3	Wauk	4	3¾x5¼	22.50	b-r	P	cell	Bosch S-H	West	125.00	Wauk	Stmbg	1	g	c	sel	amid		8.75-1	worm	……
Wichita…………O	7,000	3,450	165	pr-s	s-f	s	36x5	36x5d	w-sq	Sheldon	s-f	r	r	b	3	Wauk	4	4½x5¾	32.40	2-l	P	cell	Bosch S-H	West	150.00	Wauk	Stmbg	1¼	g	c	sel	amid		11.75-1	worm	……
Wichita…………Q	10,000	4,000	165	pr-s	s-f	s	38x6	38x6d	w-sq	Sheldon	s-f	r	r	b	3	Wauk	4	4½x5¾	32.40	2-l	P	cell	Bosch S-H	West	150.00	Wauk	Stmbg	1¼	g	c	sel	amid		11.75-1	worm	……
Wilcox…………S	……	1,600	128	pr-s	r	p	35x5	35x5	w-ov	………	……	……	……	……	3	………	4	4¾x5	22.50	b-r	T	cell	Bosch S-H	………	stock	Pierce	Ray		g	d-d	sel	u-m		6.50-1	worm	……
Wilcox…………R	……	1,800	134	pr-s	r	s	36x4	36x5	w-ov	………	……	……	……	……	3	………	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	………	stock	Pierce	Ray		g	c	sel	amid		7.70-1	worm	……
Wilcox…………Q	……	2,000	150	pr-s	r	s	36x4	36x3½d	w-ov	………	……	……	……	……	3	………	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	………	stock	Pierce	Ray		g	c	sel	amid		8.60-1	worm	……
Wilcox…………P	……	2,900	154	pr-s	r	s	36x5	36x5d	w-ov	………	……	……	……	……	3	………	4	4¼x5	29.00	2-r	P	cell	Bosch S-H	………	stock	Pierce	Ray		g	c	sel	amid		11.70-1	worm	……
Wilson…………F	2,000	1,500	124	r-c	flex	s	34x3½	34x4	w-ov	Sheldon	s-f	r	r	b	3	Cont	4	3½x5	19.60	b-l	P	fin	Eism S-H	………	extra	Pierce	Marvel	1¼	g	d-p	sel-c	u-m	3	………	worm	……
Wilson…………E	4,000	2,550	144	r-c	flex	s	36x4	36x4d	w-ov	Sheldon	s-f	r	r	b	3	Cont	4	4⅛x5¼	27.20	b-l	P	fin	Eism S-H	………	extra	Pierce	Marvel	1½	g	c	sel-c	amid	3	8.75-1	worm	18x2¼
Wilson…………G	7,000	3,000	156	r-c	flex	s	36x5	36x5d	w-ov	Sheldon	s-f	r	r	b	3	Cont	4	4½x5½	32.40	b-l	P	fin	Eism S-H	………	extra	Pierce	Marvel	1½	g	c	sel-c	amid	4	………	worm	……
Winther…………47	4,000	2,400	144	c	……	s	34x4	36x7	c	celfor	d	……	r	……	4	Wisc	4	4 x6	22.50	b-l	P	cell	Eism	………	125.00	………	Master	……	…	d-p	……	amid	3	8.15-1	int-g	……
Winther…………67	6,000	3,200	144	c	……	s	36x4	36x5d	c	celfor	d	……	r	……	4	Wisc	4	4⅛x6	25.60	b-l	P	cell	Eism	………	150.00	………	Master	……	…	d-p	……	amid	3	8.15-1	int-g	……
Winther…………87	8,000	3,800	144	c	……	s	36x5	40x5d	c	celfor	d	……	r	……	4	Wisc	4	4¼x6	28.90	b-l	P	cell	Eism	………	150.00	………	Master	……	…	d-p	……	amid	3	12.50-1	int-g	……
Winther…………127	12,000	4,600	156	c	……	s	36x6	40x6d	c	celfor	d	……	r	……	4	Wisc	4	5⅛x6	42.03	b-l	P	cell	Eism	………	175.00	………	Master	……	…	d-p	……	amid	3	12 15-1	int-g	……
Wisconsin………B	2,500	1,650	136	pr-s	s-f	s	34x3½	34x4	w-ov	………	……	……	……	……	3	………	4	3½x4	19.61	b-r	P	cell	Eism S-H	………	………	Wauk	Master		g	d-d	sel	u-m		7.75-1	worm	……
Wisconsin………C	5,000	2,500	156	pr-s	s-f	s	36x4	36x6	w-ov	………	……	……	……	……	3	………	4	4 x5¾	25.60	2-r	P	cell	Eism S-H	………	………	Wauk	Master		g	d-d	sel	u-m		8.75-1	worm	……
Witt Will……WD17	2,000	2,000	120	pr-s	flex	s	36x3	36x4	w-sq	Timken	f-f	……	r	……	3	Cont	4	3¾x5¼	22.50	b-l	P	cell	Eism S-A	………	………	Pierce	Zenith		g	d-d	sel	u-m		………	worm	……
Witt Will……WD17	4,000	2,500	144	pr-s	flex	s	36x3½	36x7	w-sq	Timken	f-f	……	r	……	3	Cont	4	4⅛x5¼	27.20	b-l	P	cell	Eism S-A	………	………	Pierce	Zenith		g	d-d	sel	u-m		………	worm	……
W. S……………4	5,000	2,975	154	r-c	flex	s	36x6	36x6	w-sq	………	……	……	……	……	3	………	4	4½x5½	32.40	2	P	fin	Nat D-H	………	………	………	Zenith		g	o-d	……	u-m		………	wrm-4	……

Association Items

AUTOMOLILE CALENDAR

Spokane, Wash.—Interstate Fair, Sept. 2-9.

Milwaukee, Wis.—Milwaukee Show, State Park Fair, West Allis, Sept. 9-15.

Milwanukee, Wis.—Fall Show, Wisconsin State Fair, West Allis, Milwaukee, Automobile Dealers, Sept. 9-15.

Atlantic City, N. J.—Motor and Accessory Manufacturers, Mid-Season Meeting, Sept. 12-14.

Pittsburgh, Pa.—National Association of Purchasing Agents' Convention, Sept. 25-28.

Peoria, Ill.—Peoria Exposition and International Farm Congress and soils exposition. Tractor display and demonstration, Sept. 18-29.

Dallas Texas—State Fair. Automobile and Accessory Dealers' Association, Oct. 13-28.

1918

New York, N. Y.—Show, Grand Central Palace. National Automobile Chamber of Commerce, Jan. 5-12.

Dealers Form National Association

The National Automobile Dealers' Association was formed at Chicago by dealers and distributors from the principal cities of the United States.

It is to be made up exclusively of automobile dealers and distributors of which there are nearly 30,000 possible members in this country.

Provision 's made for the membership of every man who sells cars. Branch managers also are included. Officers are:

President, George W. Browne, Milwaukee; president of the Milwaukee Automobile Dealers' Inc., and Overland distributor in Wisconsin.

First vice-president, John H. MacAlman, Boston; Stearns dealer and president of the Boston Automobile Dealers' Association for 14 years.

Second vice-president, F. W. A. Vesper, St. Louis; Buick distributor.

Treasurer, Thomas J. Hay, Chicago, Chandler distributor.

Secretary, Bart J. Ruddle, Milwaukee; secretary of the Milwaukee Automobile Dealers, Inc., and manager of the Milwaukee shows.

While some dealers praise the prospective power of the association, others fear its abuse. Those who have formed the association feel that it will be a vast power for good, and that they have taken a big step forward. There is another group, however, who appear to have decided that they do not want anything to do with the association. Those dealers who have the approval of the car manufacturers appear to be mainly the ones who hold this view

They point out that there have been attempts at national dealer bodies before, and that one and all they have failed. For one patent reason or another they have not lived, but mainly because of the fundamental fact that the dealer's problems are not national, as are those of the manufacturer and even of the motorist, but are local, extending not beyond the limits of his state.

That good can be and will be accomplished is the firm declaration of the association members. They point out that a lot of good was done at Washington, even disregarding its relative value, and that the national body now formed will have a power that will be respected in whatever quarter it is injected.

MANUFACTURERS' NOTES

Word comes from the Stanley Motor Carriage Company, of Newton, Mass., that from this time on Stanley Cars will be supplied in only one chassis size.

This is the standard 130 inch wheelbase model such as they have made for the past three years with three, five, or seven passenger bodies.

For many years the Stanley manufacturers have been furnishing a special over-size chassis and power plant for heavy duty commercial service, twelve to fifteen passenger mountain wagon service, and general buss service.

The decision to discontinue these models was induced by a rapidly growing demand for Stanley pleasure cars which the factory is having difficulty in keeping pace with.

The Abbott Motor corporation, formerly of Detroit and now of Cleveland, has finally taken full possession of its new factory. The Crowell-Lundorff company deeded the 240 by 1,000 feet to the Ohio Building Securities Company and gave the Abbott corporation a ten-year lease at $18,000 with an option to purchase at any time for the cost of the land and building plus 6 per cent. of the total.

The factory and sites of the Enger Motor Car Co., Cincinnati, O., have been authorized to be sold to William Magly at his bid of $70,000. The receiver has $88,129.87 on hand, not including the $70,000 from the sale of the property. Among the creditors' claims there is $180,000 disputed, including $60,000 by the Fifth-Third National Bank.

Affairs of the Kent Motors Corp., Belleville, N. J., the Delaware company, appear to be swinging to a quick finish. Several of its officers have been indicted, and the property, including a "partly finished automobile chassis," is to be sold at auction.

Manufacture and sale of Napoleon trucks have been taken over by the Reya Motor Co., Napoleon, O., just formed, with $800,000 capital stock for the purpose. By the separation of the passenger and commercial car ends of the business, the Napoleon Automobile Co. is enabled to concentrate on the passenger car, and will probably move to Traverse City, Mich., residents of which have subscribed for $75,000 worth of stock. The truck business stays behind in Napoleon, however, where the new company already is delivering machines. Its officers are: President, J. J. Mullan, of the Wheeler Mfg. Co., New York City; vice-presidents, Charles Lang, of the same company, and L. W. Schultz, First National Bank, Napoleon; secretary, W. W. O'Hara; treasurer, J. W. Gates.

The Republic Motor Truck Co., Alma, Mich., has bought factory buildings and a 12-acre site in Los Angeles, and will establish an assembly plant.

The Mitchell Motors Corp., Racine, Wis., has purchased the plant of the Mitchell Wagon Co., Racine, which has disposed of all patterns, trade-marks, stocks, patents and good will to Deere & Co., Moline, Ill. The Mitchell Motors Co. will use the big wagon works for the manufacture of bodies and coach work.

The Maxwell Motor Co. will erect a new factory, two stories, 100 x 300, at McDougall street and Tecumseh road, Windsor, Ont., to cost $150,000. It will be used to build automobiles for the Canadian and British Empire trade.

The Studebaker Corp. has established a branch at Oklahoma City, taking over the business of the Renlau Motor Co. A number of other retail companies have been converted recently into branch houses by the Studebaker Corp., one of the latest being at Joplin. Mo.

The Standard Roller Bearing Co., Philadelphia, has opened a branch house of the service sales department in Boston, which will be the headquarters in the New England territory for all its products. This is the first of a series of branch houses of the service sales department which will be opened in the near future in approximately fifteen or twenty of the leading cities of the United States.

The Remy Bros. Tractor Co., Kokomo, Ind., which recently was incorporated with a capitalization of $500,000, has leased the plant of the Kokomo Foundry & Machine Co. for a period of two years with an option of two additional years. Work was started a few days ago on remodeling the plant. The company expects to manufacture about thirty tractors this year, but expects to begin operations on a large scale in 1918.

The Norwalk Tire & Rubber Co., Norwalk, O., has doubled its factory space, and expects to more than double its output of Norwalk tires in keeping pace with orders. It has purchased the Ash Hat factory in Nor-

The Haarmann-Locke Motors Co., 2429 Farnan street, Omaha, Neb., has been appointed state agent for the Maibohm roadster.

The Napoleon Motor Co., Napoleon, Ohio, is removing its plant to Traverse City, Mich., where it will manufacture passenger cars and trucks.

Gearset Design and Location

Information on Change Speed Gears of Value to the Dealer and Garage Man—Advantages and Disadvantages of Different Gearset Locations

By EDWARD G. INGRAM

AUTOMOBILES must be provided with some means for changing the gear ratio between the engine and the rear wheels. This is because the gasoline engine differs from steam or electric power producers in that it cannot continue to give a very strong pull at very low engine speeds. Hence, under the conditions where low car speeds are necessary, there must be some means of increasing the relative speed of the engine. The sliding type of change gear is now more extensively used than any other type. The gears are housed in a special case and the hole is spoken of usually as the gearset.

Both progressive and selective change speed gears are used at the present time, but the selective type is by far the most popular. In the progressive type shown diagrammatically in Fig. 1, the primary shaft is in two parts ,the forward or driving part, and the rearward or driven part, the latter being journaled at its forward end inside of the former. On the driven part of the shaft is mounted two gears and one-half of the high speed clutch, these being in one piece and free to slide longitudinally but not to revolve on the shaft. On the driving shaft is a gear for driving the secondary shaft, and also the other half of the high speed clutch. The secondary shaft serves as a counter shaft through which the motion is transmitted for low and intermediate speeds and for reversing. For high speed the clutch on the rear part of the primary shaft is slid forward until it engages the clutch on the forward part of the shaft, thus locking the two parts of the shaft together. This gives a direct drive, the power being carried directly through the gearset without being transmitted through the gears.

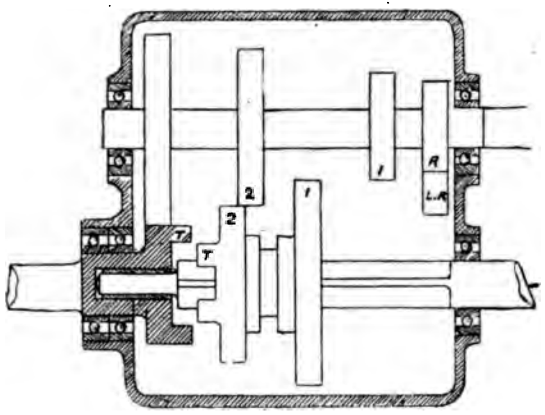


FIG. 1. PROGRESSIVE GEARSET

The earlier types of gearsets had no direct drive, the power always being transmitted through gears. With this construction there was noise from the gears all of the time the car was in operation and there was also considerable power loss. With the three speed progressive gearset it is necessary when shifting from low to high or from high to low gear to pass through the second speed gear. With the selective gearset this is avoided and the operator can select any gear that he wishes without passing through any other gear. This is accomplished by providing either two or three sliding sets of gears instead of one, the number depending upon whether three or four speeds are provided. In Fig. 2 a diagram of a three-speed selective gear-set is shown. When the progessive type of gearset is built to give four speeds forward the overall length becomes excessive, so that four-speed progressive gearsets have practically gone out of use.

Anti-friction bearings of either the ball or roller type are used very extensively in modern gearsets. A plane bearing is often used at the point where the rear part of the primary shaft is journaled in the front part, but ball or roller bearings usually are provided elsewhere.

At one time most cars were designed with the gearset as a separate unit, which was attached directly to the frame of the car or to a sub-frame. Thus the engine, gearset and rear axle formed three separate units. Later some manufacturers incorporated the gearset in the rear axle so that there was but two units, the engine and the transmission, axle as it was called. Another arrangement adopted was that of attaching the gearset to the torque tube. A fourth arrangement developed was that of incorporating the gearset in one unit with the engine, thus forming a so called unit power plant.

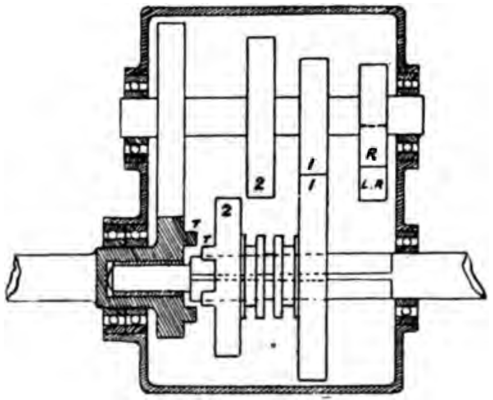


FIG. 2. SELECTIVE GEARSET

All four arrangements are in use at the present time but the arrangement where the gearset is in a unit with the engine is by far the most popular. With this design the power plant is usually supported at three points so that frame distortion has no effect upon it.

A disadvantage with incorporating the gearset in the rear axle is that it adds considerably to the unsprung weight of the car, which tends to effect its riding qualities. Owing to the fact that the rear axle is constantly moving up and down with relation to the frame when the car is in operation some difficulty is also experienced in arranging the control connections between the change gear lever and the gearset so that they will not be effected by this movement.

(Continued on page 192)

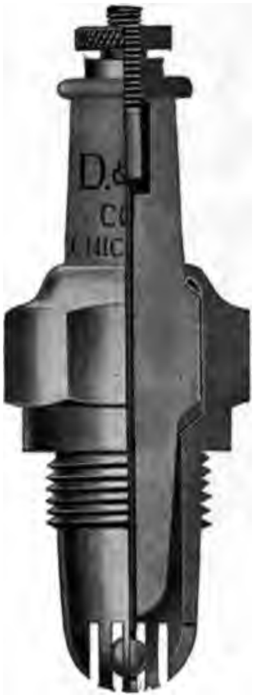
Fyber-Weld Welding Goggle

The Chicago Eye Shield Company, Chicago, Ill., has brought out a new Welding goggle called Fyber-Weld.

This goggle has a frame made of fiber, which is very strong and at the same time light in weight. Another advantage of the fiber frame is that it is a non-conductor of heat. The fiber frame is said to be so strong that the goggles may be thrown down upon the floor without breaking. Several different colored lenses are offered to suit individual tastes, but the lens termed "Essentialite," by the company, is said to be the most popular. This is a special composition lens, greenish amber in color, which is claimed to possess the good points of both smoke, green and amber colored lenses.

D. & D. Spark Plug

In the D. & D. spark plug, manufactured by the D. & D. Company, 20 East Jackson boulevard, Chicago, Ill., a rolling ball is made use of to keep the terminals clean. This plug consists of a moving ball and a slotted cage, so designed that the ball is always equal-distant from the electrode. The ball is in motion constantly through the vibration of the engine, thus it is claimed keeping all of the sparking surfaces free and clean, and it is said to be impossible for oil or carbon to accumulate therein. The moving ball also is claimed to function as an intensifying device, the spark jumping from the central electrode to the ball, which, acting as a condenser, intensifies the spark.



Kilborn-Sauer Searchlight

The Kilborn-Sauer Company, Fairfield, Conn., are placing on the market a complete line of automobile searchlights. The model shown in the accompanying illustration is known to the company as number 100-M, and is made with a rigid body and handle of one piece heavy heavy metal. Owing to the special bracket furnished with this headlight it can be twisted in all directions without danger of breaking the wire. The light may be set at any angle desired after which it will remain in this position.

A 21-candlepower nitrogen bulb is furnished with the searchlight and the reflector is heavily silver plated. A diminishing mirror is also furnished with the outfit. The diameter of this mirror is 4 inches while the diameter of the searchlight is 8 inches.

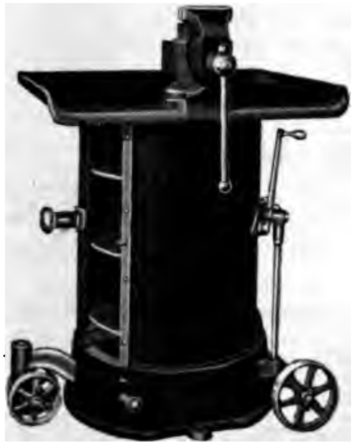
Niehoff Parts Cabinet

To facilitate the handling of small electrical parts Paul G. Niehoff & Co., Clark street at Kinzie, Chicago, Ill., is producing what is termed the Niehoff cash register for contact parts. It is supplied with a full assortment of electrical parts such as breaker points to fit all the popular makes of cars. It is 9 inches high, 10 inches wide and 14 inches long and has 4 draws with 17 compartments. With this cabinet parts can be kept where they can always be found instead of scattered all over the shop.

Rie Nie Auto Patch

Rie Nie patching material is being offered by the Durkee-Atwood Company, Minneapolis, Minn., as a quick and lasting repair for automobile tubes and casings. The patch consists of a layer of cured rubber placed between two layers of raw rubber. A special fabric adds to the strength of the patch and improves the wearing qualities. Three sizes are offered: a small size containing 36 square inches, a large size containing 108 square inches, and a special shop size, containing 648 suare inches. To apply the patch the surface of the tube should first be cleaned with gasoline and a good coat of patching cement applied. While this is drying a suitable patch should be cut out and the cloth removed from the soft rubber side. In applying this side of the patch should be placed next to the tube. The patch should be pressed down hard after which the tube may immediately be placed in the casing and inflated.

New Britain Portable Vise Stand



In making repairs at the garage considerable time would be saved if the work bench could be brought to the car, instead of the parts having to be carried from the car to the work bench. In response to the demand for a portable work bench the New Britain Machine Co., New Britain, Conn., has devised and is now offering a portable vice stand and tool cabinet combining a steel shell with iron base and top. The construction gives rigidity without excessive weight and it is said that the outfit is stiffer and more solid than the usual work stand.

The cabinet has three adjustable shelves, providing ample stowage capacity for tools, and can be locked if desired. The top shelf is flanged on sides and back to prevent tools dropping off, and the turned down edge in front affords easy access.

It is possible to set the device close up to a wall at right or back without interference, or it may stand in a corner, which leaves room in front for the workman and at the left for access to the door. The base is cut away to avoid workman's feet.

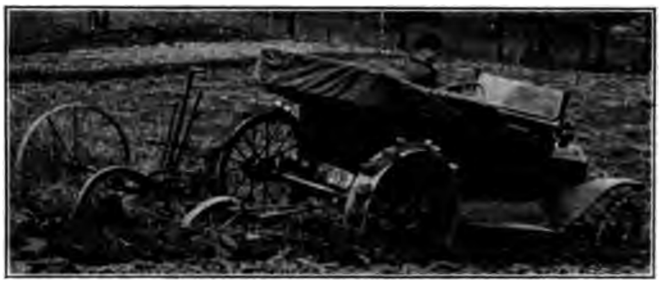
The steel door works easily with pivot friction only. It sets into grooved jambs so that, when locked, it cannot be opened without using violence that would wreck the whole cabinet. A combined hand hasp and swivel serves to open, close, and latch the door.

The relation of door to vise has been studied for greatest convenience consistent with the retention of the rigidity of the cabinet shell to withstand the inevitable twisting and racking from hammer blows on the vise.

Staude Mak-a-Tractor

The Staude Mak-a-Tractor, which is being placed on the market by the E. G. Staude Mfg. Co., St. Paul, Minn., is intended for converting the Ford car into a farm tractor.

This tractor attachment consists of two cast metal wheels on a heavy axle and a channel iron frame. This can be bolted to the car with only four bolts, after removing the rear fenders and wheels. Roller pinions. integral with the brake frame, replace the rear wheels of the car and these mesh into the semi-steel gears on the inner rims of the tractor wheels. The power is applied scientifically, the driving pinions pushing down on the tractor wheels, and as they bear on the rim of the wheels there is no torsional strain on hubs or spokes. The engine not only runs on high gear, but starts on high.



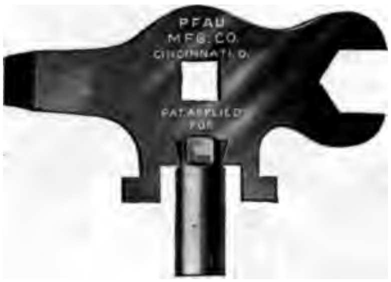
Besides these parts, a large radiator is furnished of the cellular type. This is a necessity in order to prevent the engine overheating under the additional load. A force feed lubricating system to the motor bearings is added as well.

The tractor wheels have a diameter of 38 inches, with an 8½-inch face, and are cast of one piece of semi-steel. The gear that meshes with the pinions is bolted to the inner rim. The axle that supports these heavy wheels is of 2-inch cold rolled steel. Concave creepers are supplied which may be bolted to the tractor wheels, and as they dig into the soft soil or sand, give the maximum pulling power for plowing and hauling over fields.

A fifth-wheel attachment is also supplied which makes it possible to use a small runabout in connection with a semi-trailer, forming a six-wheel tractor and trailer.

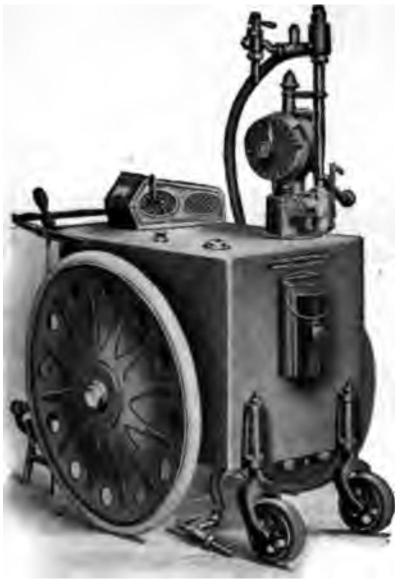
Pfau's Combination Key

Pfau's combination switch key for Ford cars is being placed on the market by the Pfau Manufacturing Company, Cincinnati, Ohio. The device is a combination of a switch key, vibrator wrench, gas tank key and screw driver and is of a size that can easily be carried in the vest pocket. The accompanying illustration shows the actual size of the key. It is made of hardened steel, brass finished.



Shotwell Portable Gasoline Tank

A new portable gasoline tank is being placed on the market by the Shotwell Pump & Tank Company, of Indianapolis, Ind.. It is designed especially for public garages and filling stations. The pump is of the continuous forward stroke measuring type and delivers a gallon, half gallon or quart at the will of the operator. It is provided with a 20-gallon dial discharge register, an automatic anti-syphoning drain valve with hose connection, 7 feet of gasoline hose and a portable nozzle. If required, a 100,000 gallon meter, triplicate register, and a slip box can be provided with the outfit.



A special filter is furnished with the pump, which is claimed to remove water, acid, carbon and other impurities from the gasoline. The pump is finished in black enamel, with nickel trimmings. The tank is constructed of 3/16-inch steel plate welded and without seams or rivets.

The filler pipe is placed at a convenient point in the top of the tank. It includes a cone-shaped strainer which prevents any foreign matter reaching the interior of the tank. The filler pipe is closed by a heavy brass cap with a special lock. An automatic vent is placed in the filler pipe cap. This vent admits the air when gasoline is drawn. It closes automatically when the pump is not in operation. A magnetic gauge is provided. This includes a dial placed at a convenient point in the top of the tank. By reading the dial the operator can ascertain the amount of the gasoline in the tank and check deliveries.

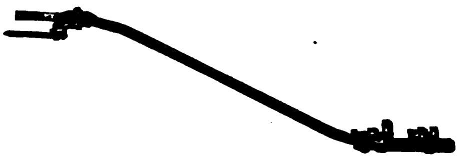
New Pittsburgh Spotlight

The Pittsburgh Electric Specialties Company, Pittsburgh, Pa., has placed on the market a new 6-inch spotlight known as the Pittsburgh "Six." This lamp has a triple curvature parabolic reflector which re-directs and reflects the light of the filament so that it is all projected in a powerful beam of uniform intensity.

The Pittsburgh "Six" has push button switch in the handle and is attached to the windshield by a new T-swivel bracket, the same as used on the "Parabolite," recently described in MOTOR RECORD. This gives it a complete swing vertically and a three-quarter swing horizontally—which enables the driver to light the inside of the car as well as all points outside. It is equipped with a 3½-inch diminishing mirror.

Dyer Towing Device

Many garages and service stations make use of rope when it is necessary to tow a car to the shop. Rope is apt to break, thus causing a good deal of trouble and dalay, and realizing this the G. H. Dyer Company, 155 Brookline street, Cambridge, Mass., has designed and is now offering the Dyer Towing Device. This device is made in two parts. One of these parts consists of two steel straps held together by a split bracket. It is permanently fastened to the service car replacing the straps under the rear spring.

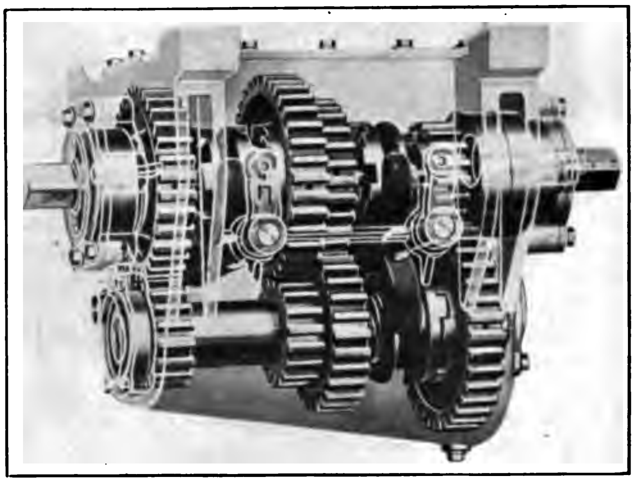


The other part consists of the shaft which has a universal joint on one end and a joint having only vertical action at the other. To this latter joint is fastened a bracket supporting two clamps, one of which it attached to the front axle of the tow, swiveling in the bracket; the other to the steering rod having swivel and longitudinal movement in the bracket.

The shaft when fastened to the towed car is connected to the service car by a pin through the split bracket and an eye on the universal joint. As there is no horizontal movement in the device at the front axle of the towed car, the swivel there is the pivot and the steering rod is forced in the proper direction to steer the car.

Cotta Transmission

Cotta transmissions are being produced in several types by the Cotta Transmission Co., Rockford, Ill. The design of these transmissions differ somewhat from the usual sliding gear type.



On the face of each of the speed change gears, which are mounted on roller bearings, is a set of jaw clutches. On the driven shaft are two corresponding double sliding clutches, by means of which any one of the speed change gears may be locked to the shaft. It is claimed that no matter how fast the car may be traveling, and regardless of the speed at which the gears may be rotating, the speed changes can be made instantly and with perfect ease.

On high speed the driving and driven shafts are locked together and the clutch on the countershaft disengaged. The drive is then direct and the countershaft and all mainshaft gears, idle. When the sliding clutch is returned from direct to neutral position, the countershaft clutch automatically engages. The shifting forks are of simple and durable design, all moving parts being of steel, hardened and ground, reducing wear to a minimum. The forks are also provided with a locking device, which prevents the engagements of two speeds at the same time.

Thermo-Kor Manifold

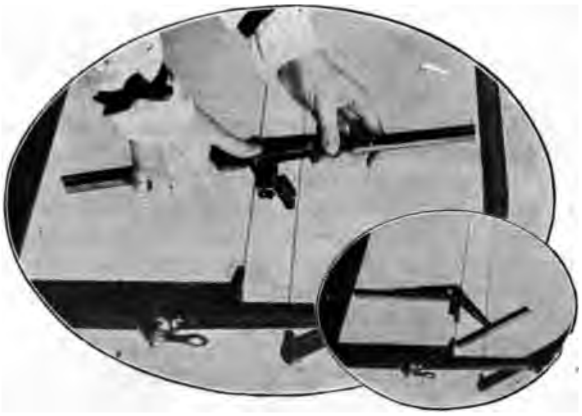
Thermo-Kor is an inlet manifold, designed especially for Ford cars. It consists of a manifold fitted to take the place of the regular manifold of a Ford car, and having on the inside of its main body, cast integrally with it, a hollow core. This hollow core is designed to take through it the hot exhaust gas by means of a small connecting pipe to the exhaust manifold of the motor, and by the passage of these hot gases through it, it becomes heated, it is said, to such a point that, lying as it does in the very center of the inrushing air, laden with particles of raw gasoline, it turns this vapor-laden air into gas, warmed and easy to ignite.

The "Thermo-Kor" inlet manifold is the result of several years' experimentation by the Clark Gas Power Company, of Herkimer, N. Y., its maker, during which time a number of different types of manifold were built and tried out. The water jacketed manifold was rejected because it was found that it was slow to become heated up and also because it became hottest in summer, when the gasoline vaporized best, and coldest in winter, when more heat was required to vaporize the fuel. A jacket permitting the exhaust gas to pass around the outside of the manifold was then tried. It was found that this heated the gas close to the walls of the manifold, but left an inside column of cold gas, which caused some cylinders to get a richer mixture than others. With the Thermo-Kor manifold, which was developed after this, it is claimed, the desired results were obtained.

Universal Rain Rubber

Many people object to having a windshield cleaner on the windshield in clear weather when its services are not needed. Realizing this the Tri-Continental Corp., Sidway building, Buffalo, N. Y., has developed and is now offering the Tri-Co. Universal Rain Rubber, which is designed to be quickly and easily attached to or removed from the windshield.

It consists primarily of a traveling section which is mounted in and slides along the opening between the upper and lower halves of the windshield, holding on to the edge of the glass by a channel. Two arms project from this section, one to each panel of the shield, and on each arm are two strips set edgewise, so that when moved across the glass surface, water is pressed off by the close fit of rubber on glass.



Rivets holding the various parts together are topped with celluloid where there is chance they will be in contact with glass, this provision being made which corresponds to it may be set properly to prevent scratching of the glass. Adjustments are worked into the attachment's design, so that when one-half of the windshield is extended forward or otherwise changed from its usual position, the arm against it.

Red Spot Searchlight

In the Red Spot searchlight, the F. W. Wakefield Brass Company, Vermilion, O., has incorporated a feature that is said to make its spotlight a safety light. To do this, at the operator's will, the white beam delivered under ordinary conditions may be changed to a red one, or changed back to white at the pushing of a handle. A transparent red cylinder is made to slide back or forward on rods mounted inside the lamp, and by its action to intercept the rays of light passing from the light bulb to the reflector. The shifting mechanism, bulb and socket, focusing arrangement, switch and wiring connection are mounted together in a compact unit that may be conveniently removed for cleaning or replacement of bulb. The bracket furnished with this light is of a type that may be turned in any direction.

"Canti-Coil" Spring

"Canti-Coil" Universal lever springs are being placed on the market by the Reading Chassis & Motor Co., Reading, Pa. In design the spring embodies an application of the cantilever principle, in combination with horizontally disposed coil springs, the load being carried by (not upon) the horizontal coil springs, operated by a free swinging lever, at a ratio of about 3½ to 1, connected solidly to the axle at one end and to the frame at the other end, by a large universal bearing, thus it is claimed allowing a free movement at the axle end, without imparting any vertical shock, or applying any lifting force to the frame or body. Even when the lever makes its greatest oscillation, the total travel on one coil is less than ⅝ of an inch, and as it is always under tension, it is claimed, that rebound is impossible and that traction is constant, while the possibility of breakage or sagging is entirely eliminated.

Harvard Pocket Battery Meters

The Harvard Electric Co., 525 West Van Buren street, Chicago, Ill., are manufacturers of Harvard pocket battery meters, which are instruments of the permanent magnet type. They are light, nickel-plated and of convenient pocket size, being 2½ inches in diameter, ⅝-inch thick, and weighing 4 ounces.

These instruments are accurately calibrated and it is said, neither the temperature nor the weather affects their accuracy. They may be read in any position, with or without the use of the flexible cable.

The ammeters are used for testing dry cells. They indicate the direction of current as well as its strength, and are nearly "deadbeat." A flexible cable accompanies each instrument, so that the total effect of the whole battery may also be easily determined.

"Quick-Ezy" Tire Tool

It often is very difficult to remove tires from split rims after they have been in use for a long while and have adhered to the metal. In the Quick-Ezy Tire Tool, offered by the H. L. Hurst Mfg. Co., Canton, O., screw action is made use of to contract the rim so that the tire can be removed. The tool grips the rim at three points and by revolving the screw near the center of the tool the rim is contracted as much as is required. The construction is such that the tool can be quickly adjusted to different sized rims, and it will fit either the straight side or clincher rim. As the tool folds up compactly it easily can be placed in the tool box. The regular size fits any rim from 30 to 34 inches. A special size is offered for 36-inch rims.

Gearset Design and Location

(Continued from page 187)

Mounting the gearset on the forward end of the torque tube has some advantages. While it really forms a unit with the rear axle in this case, most of the weight is carried on the frame of the car. Also the movement of the forward end of the torque tube due to the movement of the axle is so slight that much less difficulty is experienced in arranging the control levers so that they will operate properly. The arrangement is probably lighter than where the gearset is housed in a unit with the engine. There are a few makers using unit power plants that do not house the gearset with the engine but join the crankcase and engine with a yoke running around the flywheel. This design also possesses the advantage of lightness.

At the present time only about 17 per cent. of the passenger car manufacturers do not use unit power plants. Among those well known cars having separately located gearsets may be mention the Apperson, Franklin, Fiat, Locomobile, Mercer, Pierce Arrow and Studebaker. Among the cars having the gearset incorporated with the rear axle are the Briscoe, Crow Elkhart, Interstate, Overland, one model of Regal, Saxon, Stutz and Willys Knight. The torque tube gearset location issued on the Marmon and Mitchell cars. Because conditions governing design are somewhat different in the case of motor trucks, separately located gearsets continue to be extensively used. locating the body in position on the frame.

Government Takes Over Army Truck Design

The truck makers of the country have agreed voluntarily to co-operate with the War Department in carrying through a continuing standardized truck-building program for the requirements of the American army. The agreement was the outcome of a conference of motor truck manufacturers, engineers, representatives of the Quartermasters Corps of the Army and the automotive transport committee of the Council of National Defence recently held at Columbus, O., the results of which have been approved by the War Department. The American meeting was attended by fully 2,000 representatives of the industry, and its action insures the organized assistance of the country's truck makers in providing an ample supply of military trucks for Government service.

For immediate service in France, the Government either already has ordered or will place orders in the near future for enough trucks of modified commercial type to take care of the first expeditionary forces. Even after the standardized truck is approved, such orders will be continued, so that the fullest possible use will be made of trucks of types now the service of the allies, which some American firms are now building.

In the meantime the Secretary of War has set aside from the contingent fund a sum sufficient to complete the work of standardizing parts for a military truck, based on the best American and foreign experience, which will serve in the future as the standard American Army truck. Much of this work already has been carried out voluntarily by the members of the Society of Automotive Engineers, co-operating with the officials of the Quartermaster Corps. It is hoped that under the new authorization of the War Department the entire work of designing and testing will be completed before January 1 and that construction of the new standardized trucks can then begin.

The experts of the Quartermaster Corps, together with their civilian advisers, have reached the conclusion that it is only by a thorough standardization program, by which manufacturers of parts can all be turned to making the same interchangeable designs, that the Army can be assured of ample supplies for possible greater demands on the capacity of the industry in the future.

The Brown-Wilson Co., located at 2329 Michigan avenue, Chicago, Ill., has secured the distributing agency for Marion-Handley cars in portions of the states of Illinois, Indiana and Idaho.

TRADE GOSSIP

E. H. Belden has been appointed chief engineer in full charge of the engineering department of the Willys-Overland Co. For the past 6 months Mr. Belden has been affiliated with the research department of the Willys-Overland Co., and previous to that he was one of the executive engineers with the Packard Motor Car Co.

F. E. Titus has been appointed manager of the foreign sales department of the B. F. Goodrich Co., Akron, with headquarters in New York.. He was formerly manager of the Buffalo store and has been in the Goodrich service since 1906.

C. R. Armbrust, formerly assist engineer of the Chandler Motor Car Co., has been appointed chief engineer of the H. J. Walker Co.

A. Craig Culbertson, formerly sales manager of the Compression Inner Tube Co., has been appointed manager of the Quick Tire Service Co., which will be combined with the Louisville branch of the United States Tire Co. He succeeds Charles T. Ballard, Jr., now in the service of the United States Navy.

C. G. Martin has been placed in charge of the manufacturing department of the J. C. Wilson Co., Detroit, motor truck builder. Martin was formerly connected with the Federal Motor Truck Co.

Edmund Dixon, has been appointed general manager of the Saginaw Motor Car Co. to succeed L. J. Lampke. The latter has been granted an indefinite leave of absence preparatory to his entrance in the second officers' reserve camp at Fort Logan H. Root, Little Rock, Ark.

Wm. A. Hart, formerly in the advertising department of the Burroughs Adding Machine Co., has joined the advertising staff of the Detroit Steel Products Co. as assistant advertising manager.

J. G. Vincent, vice-president of engineering, Packard Motor Car Co., has left the Packard company for the period of the war, and is giving all his attention to aviation work in Washington. Mr. Vincent has been working with the Aviation Signal Corps.

Ralph Wells has been elected president of the Menominee Motor Truck Co., Menominee, Mich. The other officers are: E. S. Stephenson, vice-president; O. G, Watson, secretary.

J. F. Bowman has resigned as director of sales of the Federal Motor Truck Co., of Detroit. Mr. Bowman has been connected with the Federal Co. for five years.

Jas. A. Braden, advertising and pulicity manager of the Standard Parts Co., Cleveland, has retired because of poor health. Braden was formerly advertising manager of the Diamond Tire Co.

R. J. Doty, for the last 3½ years in charge of the steel foundry of the Isaac Johnson Co., Spuyten Duyvil, N. Y., has severed his connections with that company to become associated with the Sivyer Steel Casting Co., Milwaukee, Wis.

Elbert E. Martin, assistant secretary of the Detroit Section, S. A. E., has resigned to become assistant manager and director of publicity of the Vanderbilt Hotel, New York. Martin is succeeded by C. C. Hope.

A. W. Snyder, Burlington, Wis., has gone to Milwaukee to organize a foundry and manufacturing company which will make a specialty of motor car parts and other light castings.

V. H. Fletcher, former designing engineer for the Harroun Motors Corp., has accepted a similar position with the Studebaker Corp, South Bend, Ind.

H. J. Vogler has been appointed Metropolitan wholesale manager of the Willys-Overland, Inc. He was formerly connected with the Maxwell Motor Co. as eastern supervisor.

A number of changes have been made in the personnel of the Ross Automobile Co., of Detroit. Following is the personnel as it now evists: Vice-president, N. R. Wildman, Cleveland broker and banker; general manager, H. D. W. MacKaye; sales manager, C. W. Thompson; treasurer, G. L. Ulrich; purchasing agent, F. C. Gumpper; production manager, C. E. Banckard; engineer, Harry C. Kelley; comptroller, A. M. Rennacker.

E. A. Mitchell and W. H. Wallingford, forming the firm of Mitchell and Wallingford, have taken the Oregon agency for the Liberty car and also the Premier. They will be located at Portland in which city Mr. Wallingford handles the Ford car.

It is stated that Earl W. McGookin, general manager of the Springfield Body Corp., Springfield, Mass., who recently resigned, will remain as a director of the company.

V. H. Fletcher, former designing engineer of the Harroun Motors Corp., has accepted a similar position with the Studebaker Corp. Mr. Fletcher's experience covers years of gasoline engine designing.

Orphan Car Dealers

Parts of Orphan Cars are Carried in Stock by the Dealers Listed Below. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

Acme	118
Adams Truck	92
Aerocar	8-9-118
Alco	1-2-64-79-118-120-149
Alden-Sampson	137
Allen-Kingston	64-107
Allis-Chalmers	118
Alpena	64-118
American	3-8-9-24-64-89-92-118-152
American Mors	129
American Truck	9-149
American Voiturette	137
Ames	8
Amplex	64-149-152
Anchor	4
Anhut	9-118
Ardsley	6
Argo	118
Atlantic	118
Atlas	8-11-64-118-149
Autocar	7
Autocrat Defender	152
Babcock	14-64-118
Badger	8-118-130
Barnes	10-118
Benham	64-118
Bergdoll	8-18-64-89-118-148-149-152
Berkshire	8-17-19-118
Berliet	2
Bessemer	44
Black Crow	20-42
Blomstrom	118
Borland	118
Briggs-Detroiter	118
Brintell	118
Browniekar	74
Broc (Electric)	118
Brodesser	118
Brush	48-64-118-137-153-157
Buffalo (Electric)	118
California	25-118
Cameron	26
Carhartt	8-9-64-118
Car Nation	8-9-27-83-118
Cartercar	118-152-153
Carthage	118
Cavac	118
Century	118
Chadwick	30
Chief	34
Cino	69-118
Cinco	118
Clark	3-35-36-97-118
Clark-Carter	44-45-46-56-118
Cleveland	55-61-146-149
Coates Goshen	37-64-104
Colby	133
Colburn	38-57-118
Colley	118
Columbia	40-137-149
Columbus (Electric)	106
Connersville	118
Continental	118-149
Corbin	41-149
Corbitt	118
Correja	8-64-149
Courier	8-118-137-153
Courier-Clermont	137
Crescent	8-109-118
Craig Toledo	39-118
Cricket	118
Crow	8-20-42-118
Croxton	8-9-118
Croxton-Keeton	83-118-149
Cutting	8-70-118
Dart	9-118
Dayton	118
Dearborn-Detroit	77
Deal	9
Deere-Clarke	89
De Luxe	118
De Mot	118
Deschaum	118
De Tamble	3-8-50-18-153
Detroit-Chatum	118
Dolson	8
Dragon	114-118
Duer	33
Durocar	118
Eclipse	141
Economy	154
Edwards	53-118-147
Elk	118
Elmore	8-9-64-118-137-149
E. M. F. 30	138-148-149-152-153
Everett.	8-64-137-148-149
Everitt	118-137
Ewing	58-64-118-149
F. A. L.	8-9-83-118
Fawick	145
Findlay	58
Firestone Columbus.	8-106-118-154
Flanders	8-118-137-138-148-149-153
Fuller	80
Gaeth	60
Garford	55-61-118-149
G. J. G.	64-118-149
Grabowski	64-118-149
Gramm	61-118
Gramm-Logan	61
Gleason	16
Great Smith	16-134
Great Western	8-66-152
Green Dragon	154
Grout	118-123
Halliday	8-152
Hart-Kraft	113-119
Hassler	163
Havers	63-64-118
Hazard	118
Henderson	3-8-9-23-73-118-152
Henry	8-64-105-118-133
Herreshoff	3-64-89-118
Hewitt	79-149
Holsman	97
Houpt	107
Imperial	8-78
Indiana	118
Jenkins	118
Jewell	43
Johnson	82
Keeton	9-27-84-118
Kelly Springfield	118
Kelsey	11-86
Kermath	118
Kline	118-148-149
Knox	1-149-152
Komet	85
Krall	118
Krit	8-9-87-118-148-150-152-153
Lansden	88
Lewis	3
Lenox	8-118-158-159
Lion	3-9-83-89-91-118
Little Four	8-32
Little Six	118
Logan	61-68
Lozier (Old)	114-118-149
L. P. C.	3-9
Luverne (1913)	8-158-159
McIntire	118
Marathon	93-118-149
Marion	3-8-9-64-83-92-94-118-139-149-151
Marron	118
Marquette	118-149
Marvel	118
Mason	56-95-118
Mather	118
Matheson	96-149
Maxwell Briscoe	137-149
Maxwell (Old)	8-118-137-149
Maytag	95-118
Merchant	118
Meteor	8-98-118
Metzger	137-160
Michigan	8-9-46-64-83-101-114-118
Middleby	65-90-118
Midland	8-9-83-89-102-118-152
Mier	103
Miller	8-118
Milwaukee	70
Monarch	118-169
Mora	64-114-149
Moyer	8-118
Nance	64
Northern	9-118
Northwestern	118
Nyberg	3-8-9-89-92-118
Ohio	8-109-118-133-148-149-152
Oliver	111-118
Omaha	8-118
Only	161
Orient	100
Orson	51-149
Oswald	154
Overholt	133
Owen	118
Packers	118-149
Paige 3-cylinder	118
Palmer Singer	8-51-118-132-133-149
Palmer-Moore	164
Panhard	13-149
Parry	8-112-148-153
Paulding	5
Peabody	118
Penn	8-23-118-149
Pennsylvania	23-29-118-149
Peru	118
Petrel	59
Pierce-Racine	28-115-118
Pioneer	116
Pittsburgh	31
Pope-Hartford	21-71-118-127-143-149-152-153
Pope Toledo	12-149-152-153
Pope Tribune	71
Poss	118-148
Pratt-Elkhart	54
Premier	3
Pungs-Finch	117-118
Queen	9-118
Randolph	9-49-118-121
Rainier	61-118-149
Rapid	118-148
Rayfield	75
R. C. H.	8-24-64-114-118-122-148-149
Reading	65
Reed	3-118
Reliable-Dayton	118
Reliance	118
Republic	124
Ricketts	125
Rider-Lewis	3-9-89-92-118
Royal Tourist	118-128-149
Russell	8-158-159
Sampson	8-118-137-149
Sandusky	46
Schacht	8-62-118
Scripps Booth Cycle Car	118
Selden	8-64-118-149-152
S. G. V.	51-108-149
Sibley	131
Sommer	135
Southern	118-136
Spaulding	118
Speedwell	8-67-118-152-155
Sphinx	8-156
Springfield	72
Standard Six	8-118-129
Star	103
Staver.	8-118-133-148-152
Sterling	85
Stevens-Duryea	144-149-152-165-166-167-168
Stoddart-Dayton	8-48-118-137-148-149-152
Suburban	8-118
Sultan	64-149
Thomas	8-81-118-127-140-148-149-152-153
Tincher	33
Tourine	64
Tourist	24
Traveler	142
Twombly	52
Trumbull	89
Van	56
Van Dyke	118
Victor Thomas Detroit	5-118-149
Virginian	8
Wagenhalls	126
Wahl	15-70-118
Walters	8
Waltham Orient	100
Warren	8-64-118-148-152
Washington	118
Waverly (Elec.)	92
Wayne	118-152
Welch-Detroit	118-152
Welch-Marquette	110
Welch-Pontiac	118
Whiting	8-32-118
Woodworth	118
Yale	22
Zimmerman	8
Zip	16

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1 Alco Service Co., Phila., Pa.
2 American Locomotive Co., Providence, R. I.
3 American Motors Parts Co., Indianapolis, Ind.
4 Anchor Buggy Co., Cincinnati, O.
5 Anchor Motor Car Co., St. Louis.
6 Ardsley Motor Car Co., Yonkers, N. Y.
7 Autocar Co., Ardmore, Pa.
8 Auto Gear & Parts Co., Chicago.
9 Auto Parts Co., Chicago, Ill.
10 Auto Parts Mfg. Co., Detroit.
11 Auto Parts & Repair Co., Springfield, Mass.
12 Auto Salvage Parts Co., Chicago.
13 Babel, L., 371 E. 29th St., Chicago.
14 Babcock Mfrs. Supply Co., Watertown, N. Y.
15 Barley Mfg. Co., Streator, Ill.
16 Bauer Mch. Wks., Kansas City, Mo.
17 Belcher, E. B., Cambridge, Mass.
18 Bergdoll Co., Louis J., Phila., Pa.
19 Berkshire Motor Co., Pittsfield, Mass.
20 Black Mfg. Co., Chicago, Ill.
21 Boulevard Motor Co., Cambridge, Mass.
22 Brown-Lipe Gear Co., Syracuse.

23 Buda Co., Harvey, Ill.
24 Burt Motor Car Co., Los Angeles.
25 California Auto Co., Los Angeles.
26 Cameron Mfg. Co., New Haven.
27 Car Nation Motor Car Co., Detroit.
28 Case Threshing Mch. Co., J. I., Racine, Wis.
29 Central Auto Supply Co., Phila.
30 Chadwick Engineering Works, Pottstown, Pa.
31 Chester Engineering Co., Chester, Pa.
32 Chevrolet Motor Co., Flint, Mich.
33 Chicago Coach & Carriage Co., Chicago, Ill.
34 Chief Motor Co., Detroit, Mich.
35 Clark Auto Co., Atlanta, Ga.
36 Clark Motor Car Co., Shelbyville, Ind.
37 Coates Goshen Auto Co., Goshen, N. Y.
38 Colburn Automobile Co., Denver.
39 Colter, A. W., Toledo, O.
40 Columbia Auto Repair Co., Hartford, Conn.
41 Corbin Motor Vehicle Co., New Britain, Conn.
42 Crow Motor Car Co., Elkhart, Ind.
43 Croxton Motor Car Co., Washington, Pa.
44 Cutting, Robt. M., Co., Chicago.
45 Cutting Motor Car Co., Waterloo, Iowa.
46 Dauch Mfg. Co., Sandusky, O.
47 Davidson's Repair Shop, N. Y. City.
48 Dayton Auto Parts Co., N. Y. City.
49 De Kalb Wagon Co., De Kalb, Ill.
50 De Tamble Motors Co., Anderson, Ind.
51 Drenco Mch. Co., N. Y. City.
52 Driggs-Seabury Ordnance Co., Sharon, Pa.
53 Edwards Motor Car Co., L. I. City, N. Y.
54 Elkhart Carriage & Motor Car Co., Elkhart, Ind.
55 Elyria Belting & Mchy. Co., Elyria, O.
56 Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
57 Erickson & Stalnaker, Denver.
58 Ewing, L. E., Cleveland, O.
59 Filer & Stowell, Milwaukee, Wis.
60 Gaeth Motor Car Co., Cleveland.
61 Garford Motor Truck Co., Lima, O.
62 General Auto Repair Co., Cincinnati, O.
63 Gillette Motors Co., Mishawaka, Ind.
64 Gorey & Co., Jos. C., N. Y. City.
65 Goldberg, H., 1420 S. 8th St., Phila.
66 Great Western Auto Co., Peru, Ind.
67 Green Engineering Co., Dayton, O.
68 Gramm Motor Truck Co., Lima, O.
69 Haberer & Co., Cincinnati, O.
70 Harris Bros. Co., Chicago, Ill.
71 Hartford Motor Car Co., Hartford, Conn.
72 Hass Elec. & Mfg. Co., R., Springfield, Ill.
73 Henderson Motor Car Co., Detroit.
74 Hinsdale Electrical Supply Co., Hinsdale, Ill.
75 Holmes Garage, Danville, Ill.
76 Huebotter, H. A., Davenport, Ia.
77 Huron Motor Car Co., Dearborn, Mich.
78 Imperial Automobile Co., Detroit.
79 International Motor Co., N. Y. City.
80 Jackson Automobile Co., Jackson, Mich.
81 Jahns, W. H., 908 W. Pico St., Los Angeles, Cal.
82 Johnson Service Co., Milwaukee.
83 K. C. Auto Parts Co., Kansas City, Mo.
84 Keeton Motor Car Co., Detroit.
85 Keith Bros., Elkhart, Ind.
86 Kelsey Motor Co., Hartford, Conn.
87 Krit Motor Car Co., Detroit.
88 Lansden Co., Inc., Brooklyn, N. Y.
89 Levene Motor Co., Phila., Pa.
90 Levengood, A. J., 153 N. 4th St., Reading, Pa.
91 Lion Motor Parts Co., Phila., Pa.
92 Longaker Co., V. A., Indianapolis.
93 Marathon Service Co., Nashville.
94 Marion Auto Service Co., N.Y. City.
95 Mason Motor Car Co., Detroit.
96 Matheson Co., Frank F., Wilkes-barre, Pa.
97 Mercury Mfg. Co., Chicago, Ill.
98 Meteor Motor Car Co., Piqua, O.
99 Meteor Motor Car Co., Shelbyville, Ind.
100 Metz Co., Waltham, Mass.
101 Michigan Motor Car Co., Detroit.
102 Midland Motor Co., Phila., Pa.
103 Mier Carriage & Buggy Co., Ligonier, Ind.
104 Miller Car Co., Goshen, N. Y.
105 Muskegon Auto Co., Muskegon, Mich.
106 New Columbus Buggy Co., Columbus, O.
107 New Departure Mfg. Co., Bristol, Conn.
108 New Jersey Mchy. Co., Newark, N. J.
109 Northway Auto Parts & Sales Co., Cincinnati, O.
110 Oldsmobile Co., Chicago, Ill.
111 Oliver Motor Truck Co., Detroit.
112 Pathfinder Co., Indianapolis, Ind.
113 Petrie & Morganthall, Greencastle, Pa.
114 Phila. Mch. Wks., Phila., Pa.
115 Pierce Motor Co., Racine, Wis.
116 Pioneer Car Mfg. Co., Oklahoma City, Okla.
117 Pungs-Finch Auto & Gas Engine Co., Detroit, Mich.
118 Puritan Mch. Co., Detroit, Mich.
119 Quincy Engine Co., Chambersburg, Pa.
120 Rand & Chandler, Los Angeles.
121 Randolph Motor Truck Co., Flint, Mich.
122 R. C. H. Corp., Detroit, Mich.
123 Red Arrow Auto Co., Orange, Mass.
124 Republic Motor Car Co., Youngstown, O.
125 Ricketts Auto Works, Detroit.
126 Riverside Mchy. Depot, Detroit.
127 Rosenfeld, J., 521 6th St., S. Boston.
128 Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, O.
129 St. Louis Car Co., St. Louis, Mo.
130 Schultz & Harder, Columbus, Wis.
131 Sibley Motor Car Co., Detroit.
132 Singer Motor Co., New York City.
133 Smith, A. O., Milwaukee, Wis.
134 Smith Automobile Co., Topeka, Kas.
135 Sommer Motor Co., Detroit, Mich.
136 Southern Auto & Equipment Co., Atlanta, Ga.
137 Standard Motor Parts Co., Newcastle, Ind.
138 Studebaker Corp. of America, Detroit, Mich.
139 Stutz Motor Car Co., 2450 Mich. Ave., Chicago.
140 Thomas Motor Car Co., E. R., Buffalo.
141 Toepfer's Sons, Frank, Milwaukee.
142 Traveler Automobile Co., Evansville, Ind.
143 Walker & Barkman Mfg. Co., Hartford, Conn.
144 Walk Hill Garage, Mattapan, Mass.
145 Waukesha Motor Co., Waukesha, Wis.
146 Western Motor Car Co., Cleveland.
147 Willys-Overland, Inc., Toledo, O.
148 Auto Parts Co., St. Louis, Mo.
149 Pacific Motor Car Exchange Co., 221 W. 53d St., N. Y. City.
150 Motor Corporation, 1309 Race St., Phila.
151 Automobile Mechanics Corp., 221 W. 53d St., N. Y. City.
152 Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
153 Southern Welding Co., Waco, Texas.
154 Auto Salvage Co., Inc., Kansas City, Mo.
155 Kany, A. S., 251 Boyer St., Dayton, O.
156 Victor Motor Co., York, Pa.
157 Moore & Co., John, 2004 Broadway, N. Y. City.
158 Auto Gear Co., 844 8th Ave., N. Y. City.
159 Auto Gear & Parts Co., Atlanta, Ga.
160 Maxwell Motor Sales Co., Golden Gate Ave., San Francisco, Cal.
161 Loper, G. E., Port Jefferson, N. Y.
162 Smith, G. B., 228 Halsey St., Newark, N. J.
163 Hassler Motor Car Co., Indianapolis, Ind.
164 Moffitt's Sons, B. O., Binghamton, N. Y.
165 Stevens Duryea Service, Inc., 22 W. 61st St., N. Y. City.
166 Stevens Duryea Co., Chicopee Falls, Mass.
167 Frank Co., Paul A., 2349 Michigan Ave., Chicago.
168 Stevens Duryea Co., 72 12th St., San Francisco, Cal.
169 Gale Auto Accessories Co., 423 Grand River Ave., Detroit.

Over 40 M. P. G. Averaged by 179 Franklins

A grand average of 40.3 miles on a gallon of gasoline was recorded by the 179 Franklin cars contesting in the third one-gallon mileage demonstration for dealers conducted by the Franklin Automobile Company, of Syracuse, N. Y., within four years. According to the company 19 cars averaged between 50 and 60 miles to the gallon and six exceeded this mark.

Alcohol From Potatoes

A new activity of Henry Ford's about which little has been heard is reported to be the importation of a boatload shipment of alcohol potatoes from Europe.

It is stated that these will be turned over to Michigan farmers with instructions for growing and that success with them will help in the fight against gasoline prices.

List-Prices of all Makes of Tires and Tubes

REVISED MONTHLY

EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S. Non-Skid; G. T. Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes; When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when *, in both Quick Detachable and Dunlop or Straight Side; when §, in both Clincher and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Co.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Acme Rubber Mfg. Co.,	P	14.50	15.60	†16.50	20.90	†21.70	22.20	23.50	†25.00	†28.00	†29.00	30.30	31.20	32.30	33.40	34.50	†41.20	42.50	43.90	45.10	46.50	47.80	52.50	54.10	55.80	†69.80	†71.70
Trenton, N. J.	Kam Tread N.S	......	†16.30	......	†22.00	†22.80	23.30	......	......	......	†30.50	31.80	32.80	34.00	......	......	......	d44.50	46.10	47.40	48.80	50.30	55.10	56.90	58.50	......	......
	Dimple Tread N.S	16.70	17.80	†19.10	24.00	†24.90	25.50	27.10	†28.70	†32.20	†33.40	34.80	36.00	37.20	39.50	39.70	†47.40	48.80	50.50	51.90	53.50	55.00	60.30	62.30	64.10	†80.30	†82.50
	Hemisphere	†18.40	†19.60	......	26.40	......	28.00	29.10	......	......	†36.80	d38.30	39.60	40.80	42.20	†43.70	......	......	......	57.10	58.80	60.50	†66.40	†68.40	70.60	......	......
April 12 (5000 miles)	G.R.B. Tubes	3.65	3.85	4.15	4.95	5.15	5.45	5.85	6.05	6.05	6.25	6.40	6.65	6.75	6.95	7.15	8.15	8.35	8.45	8.60	8.80	9.05	10.00	10.30	10.55	11.20	11.50
Advance Rubber Co.,	P.	†11.60	†12.20	......	†15.85	†16.70	18.55	†21.65	......	......	†24.30	24.75	25.95	26.50	27.40	28.25	......	†34.60	†35.70	37.35	37.95	39.50	......	†42.65	†45.15	†67.75	......
1717-8th Ave, Brooklyn, N.Y.	N.S.	†12.15	†12.80	......	†16.60	†17.55	19.45	†22.70	......	......	†25.45	26.00	27.15	27.85	28.65	29.65	......	†36.30	†37.55	39.20	39.90	41.45	......	†44.75	†47.40	†71.10	......
April 2	G.T.	2.60	2.70	......	3.05	3.25	3.40	3.60	......	......	3.85	3.95	4.10	4.25	4.40	4.50	......	5.00	5.20	5.40	5.60	5.80	......	6.50	6.85	7.50	......
Ajax Rubber Co.,	P.	c12.40	c13.15	c17.05	§16.90	c17.70	§20.50	§24.50	§26.25	c26.30	§27.50	§28.00	§29.20	§29.70	§31.00	§31.40	......	......	§39.90	§41.40	§41.90	§43.45	d47.70	c47.75	§49.50	......	......
1796 Broadway, N.Y. City	N.S.	c13.90	c14.65	......	c19.40	c20.20	§23.00	§27.00	......	c29.30	§30.50	§31.00	§32.30	§32.70	§34.00	§34.40	d46.20	d47.70	§43.90	§45.40	§45.90	§47.45	§51.70	c51.75	§53.50	c71.25	c72.10
April 2 (5000 miles)	G.T.	3.20	3.00	3.40	3.75	3.85	4.00	4.30	4.50	4.75	4.85	5.05	5.25	5.35	5.50	5.70	6.35	6.35	6.50	6.60	6.85	7.00	8.40	8.50	8.60	9.20	9.35
	R.T.	3.50	3.75	4.00	4.60	4.75	4.90	5.15	5.40	5.75	5.90	6.05	6.25	6.35	6.50	6.70	7.80	7.80	8.05	8.30	8.50	8.75	9.90	10.00	10.15	10.85	11.05
Amazon Rubber Co.,	N.S.	14.10	14.90	......	19.30	......	22.25	......	......	......	29.70	30.25	32.25	32.75	......	......	......	42.50	43.75	45.75	46.35	48.50	56.95	......	59.90	......	76.50
Akron, O. April 2	B.T.	3.15	3.50	......	4.10	......	4.25	4.50	......	......	5.70	5.90	6.15	6.25	6.40	6.50	......	7.20	7.30	7.45	7.65	7.95	8.55	9.00	9.10	9.25	10.50
American Rubber & Tire Co.,	P.	12.50	13.50	......	17.50	18.50	20.45	22.75	......	......	27.45	28.00	30.00	30.50	32.00	33.25	......	41.00	41.50	42.50	43.40	45.00	52.00	54.50	56.00	......	80.00
Akron, O.	N.S.	13.50	14.25	......	18.25	19.25	21.25	24.40	......	......	28.90	29.40	30.70	31.25	32.75	33.50	......	42.00	42.40	43.50	44.40	46.25	53.75	55.75	57.00	......	81.85
April 2	G.T.	3.00	3.25	......	3.60	3.70	3.85	3.95	......	......	4.65	4.80	5.00	5.15	5.30	5.55	......	6.25	6.30	6.40	6.55	6.70	7.65	7.75	7.90	......	9.50
	R.T.	3.25	3.50	......	4.05	4.15	4.25	4.45	......	......	5.40	5.50	5.70	5.80	5.90	6.05	......	7.00	7.10	7.20	7.35	7.65	8.60	8.85	8.95	......	10.20
Anderson Rubber Works	P.	11.60	12.15	15.50	15.70	16.45	18.95	20.85	......	22.15	23.70	25.25	25.95	27.00	28.00	28.65	......	......	34.15	35.65	37.50	38.52	44.20	45.75	47.20	......	......
(Chas. E. Miller),	N.S.	12.15	12.80	16.35	16.55	17.30	19.95	25.20	......	23.20	24.85	26.50	27.25	28.30	29.35	30.10	......	......	35.90	37.45	39.35	40.45	46.35	47.95	49.60	......	......
Anderson, Ind.	Ex.-ply P.	14.90	16.00	17.95	19.60	20.25	20.95	22.20	......	27.50	29.10	29.75	31.20	32.00	32.80	33.50	......	......	42.10	44.20	45.10	46.90	47.55	48.30	50.50	......	......
	Ex.-ply N.S.	15.80	17.50	18.95	21.00	21.65	22.25	23.60	......	29.50	31.00	31.65	33.30	34.05	35.55	36.30	......	......	44.60	47.40	48.60	49.60	50.15	50.95	53.25	......	......
	Cord P.	22.75	24.30	25.80	32.75	33.90	35.00	37.25	......	42.40	43.95	45.50	46.70	47.95	49.25	50.30	......	......	53.95	55.25	56.60	57.90	67.10	68.65	70.25	......	......
	Cord N.S.	23.75	24.75	26.15	34.50	35.60	36.75	39.00	......	44.70	46.25	47.80	49.05	50.40	51.70	52.85	......	......	56.65	58.00	59.40	60.80	70.40	72.10	73.75	......	......
	G.T.	3.10	3.25	3.45	3.65	3.80	3.85	4.05	......	5.00	5.10	5.30	5.45	5.55	5.70	5.90	......	......	6.95	7.10	7.25	7.40	8.50	8.60	8.75	......	......
	R.T.	3.65	3.75	4.00	4.30	4.45	4.50	4.80	......	6.00	6.05	6.25	6.40	6.50	6.75	6.90	......	......	8.20	8.40	8.50	8.75	10.00	10.20	10.30	......	......
Apex Tire & Rubber Corp.,	P.	c12.65	c12.30	c16.50	16.00	c16.70	19.35	23.90	......	c26.10	c24.00	25.20	26.00	26.95	30.65	28.70	c36.00	d34.00	35.00	36.10	37.55	38.90	44.25	50.15	47.35	c71.10	c64.35
1834 Broadway, N. Y. City	N.S.	c13.30	c13.00	c17.30	16.85	c17.60	20.35	25.15	......	c27.45	c25.50	26.45	27.50	28.25	32.10	30.15	c37.50	d36.50	37.50	38.50	39.75	41.50	46.55	52.65	49.70	c74.65	c67.70
May 1 (3500 miles)	G.T.	3.30	3.10	3.55	3.60	3.90	4.00	4.80	......	4.85	4.70	4.75	4.90	5.10	5.75	5.40	6.40	6.20	6.25	6.50	6.75	6.90	7.90	8.75	8.10	9.25	9.40
	R.T.	3.65	3.50	3.95	4.10	4.30	4.40	5.20	......	5.30	5.00	5.50	5.60	5.75	6.30	6.20	7.00	7.05	7.20	7.35	7.45	7.60	8.70	9.60	8.95	10.15	10.35
Archer Cord Tire &	Ribbed Tread	......	......	......	......	......	d32.60	......	......	......	......	d41.05	d42.10	d43.20	......	d43.35	......	d47.20	d38.40	d49.55	d50.70	......	d59.85	d61.40	d62.60	......	d75.60
Rubber Co.,	N.S.	......	......	......	......	......	d34.34	......	......	......	......	d42.80	d43.85	d44.95	......	d47.10	......	d48.95	d50.15	d51.30	d52.45	d53.60	d61.60	d63.15	d64.35	......	d77.35
Minneapolis, Minn.	G.T.	......	3.15	......	3.25	......	3.40	......	......	......	......	4.60	4.75	4.85	......	5.10	......	6.00	6.05	6.15	6.25	6.35	7.35	7.50	7.65	......	8.50
April 2 (5000 miles)	R.T.	......	4.15	......	4.25	......	4.40	......	......	......	......	6.00	6.15	6.30	......	6.55	......	7.80	7.85	8.00	8.15	8.20	9.55	9.75	9.95	......	10.80
Armstrong Rubber Co.,	P.	†15.25	†15.70	†17.00	18.45	†19.15	20.50	21.10	......	†25.30	†25.90	26.63	27.25	27.95	28.60	29.25	†36.50	d37.10	37.90	38.60	39.20	40.60	46.00	46.60	48.60	63.25	†64.70
Newark, N.J.	N.S.	†16.85	†17.55	†18.70	20.80	†22.70	23.00	24.60	......	†26.10	†27.10	28.00	29.90	30.40	31.60	31.90	†39.75	d40.80	41.70	43.35	43.85	45.40	51.75	52.30	54.35	75.35	†77.80
	R.T.	3.95	4.18	4.47	4.80	4.95	5.00	5.05	......	5.10	5.25	5.50	5.70	5.85	5.95	6.05	6.80	6.90	7.00	7.15	7.40	7.45	8.35	8.55	8.60	10.45	10.95
	Pure Gum Tubes	4.15	4.40	4.70	5.05	5.20	5.25	5.30	......	5.35	5.50	5.75	6.00	6.15	6.25	6.35	7.15	7.25	7.35	7.50	7.80	7.85	8.80	9.00	9.15	11.00	11.50
Baltimore Rubber Feb.10	P.	17.30	17.70	......	21.50	23.85	25.30	27.50	......	......	29.55	30.40	31.50	32.60	33.85	34.95	......	39.20	40.50	41.75	44.05	45.25	51.10	53.55	55.85	73.95	80.20
Tire Mfg. Co., 6000 m.	Box Vacuum	20.18	21.15	......	26.45	27.30	30.20	32.80	......	......	36.50	37.70	38.80	40.20	41.50	43.80	......	45.45	47.10	49.90	54.20	55.30	61.60	64.00	65.50	81.50	94.80
Orangeville, April 10	Wil-Lox N.S.	......	12.80	......	16.60	17.55	19.45	......	......	......	25.45	......	27.15	27.85	......	......	......	......	......	......	......	......	......	......	......	......	......
Maryland	Tubes	3.25	3.34	......	4.30	4.45	4.60	4.95	......	......	5.45	5.55	5.75	5.95	6.05	6.20	......	7.25	7.45	7.60	7.85	8.10	8.90	9.15	9.45	10.80	11.05
Batavia Rubber Co.,	P. & R.	......	c13.05	......	c16.60	......	d22.70	d25.75	......	......	......	d30.90	*32.45	*33.15	d34.65	q35.20	q41.30	d42.65	*44.00	*46.00	*46.70	q48.75	*57.70	......	*61.10	......	......
Batavia, N.Y.	Security N.S.	13.10	c15.25	......	c19.40	c20.90	d22.70	d25.75	......	......	c30.25	d30.90	*32.45	*33.15	d34.65	q35.20	q41.30	d42.65	*44.00	*46.00	*46.70	q48.75	*57.70	58.50	*61.10	86.65	90.00
April 2	G.T	2.95	3.05	......	3.45	3.65	3.80	4.10	......	......	4.90	5.05	5.25	5.35	5.45	5.55	6.50	6.60	6.65	6.75	6.90	7.10	8.10	8.25	8.40	9.20	9.45
Beacon Tire Co.,	"Rib Skid"	12.30	12.80	......	16.60	......	19.45	......	......	......	25.45	26.00	27.15	27.85	28.80	29.65	......	......	37.55	39.20	39.90	41.45	44.75	45.50	47.40	......	......
Beacon, N. Y. April 2	R.T.	3.00	3.35	......	4.20	......	4.30	......	......	......	5.30	5.40	5.55	5.70	5.90	6.10	......	......	7.00	7.15	7.35	7.65	8.70	8.85	8.95	......	......
Bergougnan Tire Corp.,	P.	13.40	15.05	......	19.45	20.60	22.70	25.05	......	31.75	27.85	29.60	31.70	33.50	34.25	36.05	47.75	42.95	45.35	45.90	46.35	47.80	53.55	54.70	56.15	82.25	74.85
49 West 64th St., N.Y. City	N.S.	15.05	16.30	......	22.70	23.70	24.90	26.60	......	35.70	31.45	32.60	35.40	36.70	38.40	39.35	53.90	47.65	48.50	49.60	51.10	53.25	58.70	61.40	62.75	93.70	82.70
May	R.T.	3.35	3.40	......	4.00	4.35	4.40	4.70	......	5.95	5.45	5.65	5.95	6.10	6.25	6.45	7.75	7.30	7.40	7.50	7.80	8.00	8.75	9.00	9.15	10.30	10.10
Besaw Tire & Rubber Co.,	4000 P.	......	19.50	......	24.50	......	27.00	28.00	......	......	......	35.50	36.75	37.75	39.25	40.25	......	......	45.25	47.75	50.00	......	55.00	56.25	57.50	......	......
Hartville, O.	miles N.S.	......	......	......	28.00	......	30.50	31.75	......	......	39.25	40.25	41.50	43.00	44.00	......	......	......	47.25	49.25	55.00	57.50	62.25	64.75	66.00	......	......
June 1st (3500 miles)	Blackford N.S.	......	c16.20	......	c20.70	c21.50	*24.00	......	......	......	c30.00	d33.00	*34.65	*35.25	......	......	......	......	......	*44.00	......	......	......	......	......	......	......
	Blackford G.T.	......	3.65	......	4.15	4.25	4.35	......	......	......	5.50	5.60	5.75	5.95	......	......	......	......	......	7.60	......	......	......	......	......	......	......
	Besaw R.T.	......	3.90	......	4.90	5.00	5.10	5.75	......	......	6.15	6.40	6.60	6.80	7.25	7.35	......	......	8.55	8.75	8.95	9.20	10.30	10.65	10.75	......	......

‡Prices apply in all States except Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x35	5½x38
Boone Tire &	(4000 miles) P.		13.05		16.90	17.80	19.40				25.85	26.40	27.70	28.35		30.10			37.60	39.35	39.95		43.95		46.55		
Rubber Co.,	Rib Tread		14.45		18.75	19.85	21.00				28.70	29.35	30.80	31.40		33.45			41.80	43.65	44.35		52.20		55.25		
Sycamore, Ill.	(5000 miles) N.S.		17.15		22.20	23.80	25.85				34.05	34.75	36.80	37.30		39.60			49.50	51.75	52.55		61.80		65.45		
May 1	G.T.		3.05		3.50	3.60	3.65				4.80	4.95	5.10	5.20		5.45			6.50	6.60	6.70		7.90		8.25		
	R.T.		4.00		4.55		4.70				6.25	6.45	6.60	6.75		7.05			8.45	8.60	8.75		10.30		10.60		
Bowers Rubber Works	(5000 miles) P.	16.85	17.85		24.00	25.50	26.95	28.80			33.50	35.45	37.25	38.20	39.05	40.95			47.50	49.40	51.26		61.55	63.00	64.35		90.85
San Francisco, Calif.	(6000 miles) N.S.	18.70	19.65		28.30	29.70	31.70	34.55			37.30	38.80	40.05	41.90	42.90	43.90			51.25	53.15	56.00		67.20	69.65	71.85		103.40
June 20	G.T.											6.10							7.70	8.10	8.40		9.50	9.70	10.00		11.75
‡Braender Rubber & Tire Co.,	P.	12.70	12.90	16.45	16.70	17.40	19.35	21.85		25.15	25.65	26.10	27.40	28.00	29.70	29.00	37.50	36.40	37.60	39.30	39.95	40.55	44.90	50.80	48.50	75.40	79.75
Rutherford, N.J.	N.S.	14.75	14.95	19.10	19.35	20.20	22.45	25.35		29.15	29.75	30.30	31.80	32.50	34.45	33.65	43.40	42.20	43.60	45.60	46.35	47.05	52.10	58.90	56.25	87.45	92.50
April 2	G.T.	3.25	3.40	3.60	4.15	4.25	4.50	4.50		5.30	5.40	5.65	5.75	5.85	6.10	6.30	7.00	7.10	7.20	7.35	7.55	7.90	8.90	9.05	9.15	10.00	10.25
	R.T.	3.60	3.70	4.00	4.60	4.70	5.00	5.00		5.90	6.00	6.20	6.40	6.60	6.80	7.00	7.80	7.90	8.10	8.20	8.40	8.70	9.80	10.00	10.20	11.00	11.20
Brunswick-Balke-Collender Co.,	P.	c11.90	c12.80		c16.50	c17.50	19.00	*21.60			c25.40	*25.90	*27.20	*27.80	*29.15	*29.55		*35.75	*36.95	*38.65	*39.20	*40.85	*44.90	*45.40	*47.55	†90.70	†89.20
Chicago, Ill.	N.S.	c13.95	c14.95		c19.25	c20.55	22.25	*25.25			c29.75	*30.30	*31.85	*32.55	*34.00	*34.55		*41.90	*43.20	*45.20	*45.85	*47.85	*56.45	*57.35	*60.00	†92.70	†101.00
April 2	R.T.	3.15	3.35		3.85	4.00	4.05	4.20			5.20	5.30	5.55	5.75	5.90	6.05		6.80	7.05	7.20	7.35	7.55	8.50	8.65	8.80	9.20	9.40
Bucyrus Rubber Co.,	P.	11.05	11.85		15.35	16.20	17.65	20.00			23.50	24.00	25.20	25.75	26.90	27.35			34.20	35.75	36.30	37.85	39.95		42.30		58.25
Bucyrus, O.	N.S.	12.90	13.85		17.95	19.00	20.65	23.40			27.55	28.00	29.50	30.15	31.50	32.10			40.10	41.80	42.50	44.30	49.95	50.65	52.90		72.80
January 1	G.R.T.	2.90	3.00		3.45	3.50	3.55	3.80			4.75	4.85	5.00	5.10	5.20	5.35			6.30	6.50	6.65	6.75	7.70	7.90	7.95		8.85
Butler Bros.,	Defiance P.	11.80	11.95		15.85	16.10	19.35				24.50	25.20	25.95	26.50		28.25			35.50	37.75	38.20	39.30			45.15		
Chicago, Ill.	Defiance N.S.	13.05	13.25		17.45	18.00	20.75				26.40	29.25	28.65	29.85		30.65			38.40	41.55	42.95	44.05			49.50		
April 2	Arabian Fluted		13.80		17.70		21.60				27.45	28.15	28.95	29.15		32.70			38.35	41.25	42.75	43.30			28.00		
	Arabian N.S.		14.45		18.65		22.60				28.85	29.55	30.40	30.60		34.35			40.26	43.31	44.85	45.45			50.40		
	Defiance R.T.	3.00	3.10		3.75	3.85	3.95	4.40		4.45	4.90	5.00	5.15	5.25	5.35	5.50			6.40	6.50	6.65	6.80		7.70	7.90		
	Defiance G.T.	2.55	2.75		3.10	3.20	3.45	3.55		4.00	4.25	4.35	4.45	4.55	4.65	4.85			5.65	5.85	6.05	6.25		6.80	6.95		
	Defiance Double Wall T.	2.95	3.50		3.90	4.10	4.25	4.40			5.40	5.65	5.80	5.95	6.20	6.40			7.40	7.60	7.80	8.00		8.75	8.95		
Century Rubber Works	P. & N.S.		c12.55		c17.10																						
Chicago, Ill.	G.T.	2.85	3.00		3.75	3.85	4.00	4.30			4.85	5.00	5.15	5.25	5.45	5.65			6.45	6.60	6.85	7.10	8.00	8.15	8.30		
April 2 (3500 miles)	R.T.	3.65	3.75		4.65	4.80	4.90	5.35			6.00	6.05	6.15	6.25	6.55	6.65			8.10	8.25	8.40	8.50	9.65	9.90	10.10		
Columbia Tire & Rubber Co.,	P.	12.40	12.55	15.30	16.30	17.15	18.90	24.70		27.05	24.95	25.45	26.65	27.30	32.90	29.05			36.75	38.40	39.00	40.60	43.85	51.15	46.45		
Columbiana, O.	N.S.	13.05	13.20	16.30	17.10	18.05	19.85	25.85		29.70	26.20	26.75	28.00	28.65	34.55	30.45			38.60	40.30	40.95	42.60	46.00	53.70	48.80		
April 5 (4000 miles)	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55		4.95	4.75	4.85	5.00	5.15	5.70	5.50			6.25	6.45	6.65	6.85	7.80	8.60	8.10		
	R.T.	3.30	3.35	3.80	4.20	[illegible]	4.30	5.05		5.50	5.30	5.40	5.55	5.70	6.45	6.10			7.00	7.15	7.35	7.65	8.70	9.50	8.95		
Combination Rubber Mfg. Co.,	P.	c12.75	c13.70		c17.85	c18.85	20.55	§23.25			c27.35	27.85	29.20	29.85	31.30	31.80	39.20		39.75	41.50	42.20	43.90	†46.40	47.15	49.10	q69.35	q70.20
Bloomfield, N.J.	Hold On N.S.	c15.05	c16.05		c20.55	c21.55	23.70	§26.85			c31.35	32.00	33.65	34.26	35.90	36.25	44.15		46.75	48.85	49.60	51.60	†57.25	58.10	60.60	q81.50	q84.30
May 1	G.T.	3.00	3.15		3.75	3.80	3.90	4.15			5.00	5.25	5.35	5.50	5.65	5.90	6.55		6.75	6.95	7.15	7.25	8.15	8.40	8.55	8.85	9.10
	R.T.	3.30	3.45		4.15	4.20	4.35	4.65			5.50	5.85	5.95	6.10	6.20	6.50	7.20		7.50	7.75	8.00	8.10	9.15	9.30	9.45	9.80	10.05
Community Rubber Co.,	P.	12.30	12.10	16.00	15.70	16.35	18.35	21.20	22.55	25.25	23.80	24.25	25.70	26.25	29.65	27.70			35.00	36.60	37.55	38.70		47.30	44.70		
Morrisville, Pa., "Delaware"	N.S.	12.90	12.65	16.75	16.45	17.20	19.25	22.25	23.60	26.45	24.95	25.50	26.90	27.60	31.15	29.05			36.80	38.40	39.50	40.60		49.60	46.95		
June 1	G.T.	3.05	3.00	3.30	3.65	3.70	3.75	4.40	4.65	4.80	4.60	4.70	4.90	5.05	5.60	5.35			6.05	6.25	6.50	6.70		8.35	7.95		
Compression In.TubeCo.,Louisville,Ky. January 1		13.90	15.25		16.25	16.75	17.25	17.75			20.50	21.00	21.50	22.00		23.00		24.00	25.00	25.75	26.50	27.25	29.00	29.50	30.00		
Continental Rubber Works,	N.S.		c14.25		c18.50		*21.60				c28.25	d28.90	*30.25	*30.95						*43.60	*44.35	*44.10			*52.75		
Erie, Pa., "Vitalic"	De Luxe G.T.	3.15	3.26	3.47	3.78	3.89	3.99	4.20	4.36	4.99	5.09	5.25	5.41	5.51	5.67	5.78	7.62	6.72	6.83	6.93	7.09	7.25	8.09	8.19	8.35	9.08	9.29
April 7	De Luxe R.T.	3.52	3.62	3.78	4.36	4.46	4.57	4.83	4.99	5.51	5.62	5.83	5.99	6.09	8.20	6.30	7.40	7.51	7.61	7.72	7.88	8.03	9.24	9.35	9.56	11.13	11.39
(3500 miles)	Black T.	3.94	4.04	4.25	4.94	5.09	5.20	5.57	5.78	6.20	6.41	6.51	6.62	6.72	6.98	7.09	8.30	8.40	8.51	8.66	8.82	8.93	10.13	10.34	10.66	11.66	11.87
Converse Rubber Shoe Co.,	P.		†18.35		†23.65		27.50				31.80	33.00	34.20	35.40	36.45	37.65			43.50	44.90	46.10	47.35	53.35	55.10	56.50		
Malden, Mass.	N.S.				†25.00		32.80				39.15	40.35	41.75	43.25	44.35	45.60			50.60	53.25	57.25	58.90	65.45	68.05	70.30		
April 10	G.T.		3.30	3.75	4.00	4.10	4.20	4.60			5.30	5.45	5.70	5.90	6.00	6.25			7.00	7.40	7.75	7.80	8.80	8.85	9.00	9.35	9.75
(6000 miles)	R.T.		3.75	4.05	4.45	4.65	4.70	4.95			5.85	6.00	6.30	6.55	6.70	6.90			8.00	8.15	8.50	8.70	9.80	10.00	10.15	10.40	10.80
Cortland Tire & Rubber Co.,	"C.C." P.		†12.20		†15.85		18.55	†21.00			†24.30	24.75	25.95	26.50	†28.00	†28.25	†33.50	†34.60	35.70	37.35	37.95	†39.50	42.65	†44.10	45.15	†60.00	†61.00
Belleville, N.J.	"C.C." N.S.		†12.80		†16.60		19.45	22.10			†25.45	26.00	27.15	27.85	†29.00	†29.65	†35.00	†36.30	37.55	39.20	39.90	†41.45	44.75	†46.15	47.40	†62.50	†64.00
May 1 (5000 miles)	Reg. P.		†17.75		†22.25		25.00	†28.00			†30.25	31.50	32.50	33.50	†34.50	†35.50	†40.50	†41.50	43.00	45.00	46.00	†48.00	55.50	†57.00	59.75	†77.00	†80.00
	"Gripper" N.S.		†20.40		†25.00		28.75	†31.00			†37.00	39.00	40.00	41.00	†42.00	†43.00	†47.00	†48.00	49.00	51.75	55.50	†58.00	65.75	†67.50	69.50	†87.00	†89.00
Cupples Co.,	N.S.		c16.00		c22.00		d26.75				c35.60	d36.25	d38.30	*39.00					d52.90	*55.00	q55.60		*65.60		q68.90		
St. Louis, Mo. July 2	Rhinos T.		9.25		10.75		12.75				14.75	15.00	16.00	17.00					18.50	20.00	21.00				25.00		
Dayton Rubber Mfg.	(5000 miles) P.	c19.55	c18.70		c22.80	c25.25	26.80			†40.35	c31.35	d32.55	33.75	34.90	†35.95	37.10	†50.45		48.05	44.30	45.65	46.70	†52.95	†54.45	55.80		†83.70
Co.,	(6000 miles) N.S.	c23.75	c22.35		c27.80	c28.90	32.05				c38.70	d40.00	41.15	42.60	†44.05	46.50			49.95	52.95	57.50	58.70	†65.45	†67.95	69.55	†86.55	†100.75
Dayton O. April 10	R.T.	3.45	3.55		4.55	4.70	4.90			5.65	5.80	5.90	6.10	6.30	6.40	6.55	7.40		7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65
Delion Tire & Rubber Co.,	6000 P.	13.65	15.35	17.65	19.75	20.95	23.05	25.45	30.15	32.30	28.30	30.15	32.25	34.05	34.85	36.70	48.55	43.65	46.15	46.70	47.20	48.60	54.45	55.65	57.15	83.65	76.20
Trenton, N.J.	miles N.S.	15.35	16.60	19.10	23.05	24.10	25.35	27.05	35.70	36.35	32.00	33.50	36.05	37.25	39.00	40.05	54.85	48.50	49.35	50.50	52.05	54.20	59.70	61.45	63.85	95.30	84.25
(7500 miles)	Delion Cord				32.75		35.00	37.25			43.00	44.50	45.70	46.90			50.15	51.40	52.75	54.05	55.35		65.65		68.75		83.35
April 15	A1 R.T.	3.40	3.50	3.90	4.15	4.45	4.55	4.85	5.10	6.10	5.60	5.80	6.10	6.25	6.40	6.60	7.95	7.50	7.60	7.75	8.00	8.20	9.00	9.25	9.45	10.55	10.50
Diamond Rubber Co.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	23.00	25.75	24.30	24.75	25.95	26.50	30.25	28.25	37.00	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	67.75	61.20
Akron, O.	Squeegee N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	24.10	27.00	25.45	26.00	27.15	27.85	31.80	29.65	38.90	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	71.10	64.25
(see also Goodrich & Co. B.F.)	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.00	8.10	9.25	9.45
April 2	R.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.05	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	10.30	10.50
Double Fabric Tire Co.,	Xtra-Pli.	c14.85	c15.85		c20.60	c22.15	*23.70				c29.90	d32.25	*33.90	*34.60		*36.85			*43.75	*45.35	*46.80	*49.05	*57.45		*60.75		
Auburn, Ind.	Duo Cord	c15.95	c16.95		23.25	24.50	*25.60				c31.95	d35.70	*37.35	*38.35		*40.35			*47.70	*48.75	*50.25	*51.65	*60.75		*63.85		
April 25	Anti-Pinch T.	3.50	3.65		4.20	4.25	4.30	4.60	4.95		5.80	5.90	6.10	6.20	6.40	6.55			7.75	7.90	8.10	8.25	9.45	9.60	9.80	10.45	
(4000 miles)	Brasil G.T.	3.15	3.35		3.80	3.85	4.05	4.15	4.35		5.15	5.35	5.45	5.55	5.80	5.90			7.05	7.15	7.25	7.35	8.55	8.65	8.85	9.35	
Dreadnought Tire & Rubber Co.,	P.		13.85		17.95	c19.10	20.55	26.10			c27.45	*28.50	*29.60	*29.95	31.45	†32.90		38.75	*39.85	*41.65	*42.30	*44.50	*46.60	47.25	*49.35	65.85	68.00
Baltimore, Md.	N.S.		16.35		20.50	c21.60	23.75	29.60			c31.55	*32.10	*33.75	*34.45	35.95	†36.35		44.15	*44.75	*46.75	*47.50	*49.70	*54.60	55.70	*57.75	74.25	76.00
April 10 (5000 miles)	R.T.		3.40		4.15	4.25	4.40	4.65			5.50	5.65	5.90	6.15	6.30	6.45		7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	10.45	10.80

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Dry Climate Tire & Rubber Co.,	P.	13.80	11.85	......	15.85	18.75	21.10	22.90	24.60	26.40	24.60	25.50	26.50	27.40	28.20	29.10	35.20	32.60	33.65	34.75	35.70	36.70	41.50	42.60	43.70	57.00	58.20
Arvada, Colo.	N.S.	15.00	15.00	......	17.95	22.00	23.10	25.05	......	......	27.90	28.90	29.70	30.80	31.50	32.45	......	34.80	36.00	37.10	40.20	41.10	45.75	46.80	50.00	62.50	64.50
	G.T.	2.75	2.85	3.00	3.65	3.80	3.95	4.45	4.50	4.55	4.65	4.75	4.90	5.05	5.15	5.25	5.95	6.15	6.35	6.45	6.65	6.90	7.55	7.75	8.00	9.15	9.35
	R.T.	3.05	3.15	3.40	4.05	4.20	4.50	4.70	4.95	5.05	5.15	5.25	5.45	5.65	5.75	5.85	6.60	6.80	7.05	7.20	7.45	7.70	8.45	8.65	8.90	10.20	10.40
Dunlop Tire Sales Co.,	Cross Groove	......	22.95	......	28.55	30.20	32.15	34.60	36.50	......	38.55	42.10	44.30	46.40	48.60	51.30	52.35	53.35	54.35	57.70	58.30	60.40	64.35	67.05	69.70	78.50	... :
New York	Traction N.S.	......	25.00	......	33.80	35.55	36.75	39.40	42.50	......	46.25	50.10	53.05	55.50	57.70	59.55	60.15	62.25	64.35	66.45	68.65	70.75	79.50	83.00	84.40	92.35	97.90
May 1	Tubes	4.80	4.85	......	6.15	6.25	6.40	7.20	7.50	......	7.70	8.00	8.25	8.55	9.05	9.05	10.45	10.45	10.70	10.95	11.20	11.50	12.90	13.35	13.35	14.75	15.15
Duplex Tire Co., Inc.,	P.	15.00	16.00	17.15	20.85	21.50	21.50	24.15	......	32.65	34.00	34.00	35.15	36.60	38.75	40.00	46.85	48.10	50.00	51.65	53.25	54.70	62.60	64.35	66.15	77.40	79.35
106 W. 52nd St., N. Y.	N.S.	21.40	23.10	25.00	30.65	31.75	32.35	33.40	......	42.25	43.50	45.35	46.95	48.45	51.35	51.90	58.25	58.40	60.15	62.10	63.85	65.70	73.95	75.35	76.55	98.15	99.75
April 2 (5000 miles)	R.T.	3.95	4.25	4.50	5.65	5.85	6.00	6.30	......	8.00	8.35	8.50	8.85	9.00	9.35	9.55	10.60	10.75	11.05	11.35	11.65	12.10	13.45	13.75	14.25	16.00	16.40
East Palestine Rubber Co.,	P.	c17.30	c17.70	......	†21.50	c23.85	25.30	*27.50	......	......	§29.55	*30.40	*31.50	*32.60	*33.85	*34.95	......	*39.20	*40.50	*41.75	*44.05	*45.25	*51.10	*53.55	*53.85	*73.95	q80.20
Pittsburgh, Pa., "Nabob"	N.S.	......	c21.15	......	†26.45	c27.30	30.20	*32.80	......	......	§36.50	*37.70	*38.80	*40.20	*41.50	*43.80	......	*45.45	*47.10	*49.90	*54.20	*55.30	*61.60	*64.00	*65.50	*81 50	q94.80
	R.T.	3.25	3.35	......	4.30	4.45	4.60	4.95	......	......	5 45	5.55	5.75	5.95	6.05	6.20	......	7.25	7.45	7.60	7.85	8.10	8.90	9.15	9.45	10.80	11.05
Ehman Tire & Rubber Co.,	P.	12.55	12.20	......	15.85	16.70	18.55	21.65	......	......	24.30	24.75	25.95	26.50	30.25	28.25	......	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	......	......
Chicago, Ill.	N.S.	13.15	12.80	......	16.60	17.55	19.45	22.70	......	......	25.45	26.00	27.15	27.85	31.80	29.65	......	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	......	......
April 2 (3500 miles)	G.T.	3.10	3.05	......	3.75	3.80	3.85	4.55	......	......	4.75	4.85	5.00	5.15	5.80	5.50	......	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	......	......
	R.T.	3.30	3.40	......	4.25	4.35	4.45	4.85	......	......	5.45	5.50	5.60	5.70	5.95	6.05	......	7.30	7.35	7.50	7.65	7.75	8.80	9.00	9.20	......	......
Empire Rubber & Tire Co.,	Grey P.	c12.05	c13.80	......	17.40	c18.25	20.15	22.45	23.55	......	26.95	27.35	28.60	29.10	30.30	30.50	......	39.50	39.80	41.40	41.90	43.45	48.80	50.05	51.95	......	......
Trenton, N.J.	Grey N.S.	c14.55	c15.40	......	19.50	c20.35	22.55	25.10	26.35	......	30.10	30.65	32.00	32.55	33.90	34.15	44.30	44.20	44.55	46.40	46.95	48.60	55.40	56.00	58.20	......	......
April 2	Grey Tubes	3.00	3.15	3.30	3.60	3.70	3.75	3.90	4.10	4.80	4.90	5.05	5.15	5.30	5.45	5.60	6.45	6.60	6.65	6.75	6.85	7.05	8.10	8.20	8.40	9.00	9.15
	Red P.	c16.30	c17.30	......	22.65	c23.75	25.95	29.50	31.00	......	34.55	35.20	37.00	37.85	39.60	40.20	......	51.35	50.50	52.70	54.65	55.75	58.85	59.75	62.35	......	......
	Red N.S.	c17.05	c18.20	......	23.75	c25.00	27.35	31.00	32.70	......	36.35	37.10	38.95	39.75	41.70	42.35	52.90	54.05	53.15	55.45	57.60	58.70	62.00	62.90	65.65	......	......
	Red Tubes	3.45	3.65	3.85	4.05	4.20	4.20	4.65	5.15	5.35	5.55	5.65	5.90	6.05	6.20	6.40	7.65	7.80	7.90	8.15	8.35	8.50	9.50	10.00	10.10	10.95	11.10
	Peerless Tubes	4.75	4.95	5.30	6.65	6.85	7.10	7.50	7.85	8.15	8.50	8.70	8.95	9.20	9.45	9.75	11.45	11.65	11.95	12.15	12.55	12.90	13.75	14.10	14.65	17.20	17.65
Endurance Tire &	Ball Bearing N.S.	......	c16.75	......	c21.75	......	d25.00	......	......	......	†33.00	d34.00	*36.25	*38.00	......	......	......	......	d47.25	d49.50	*50.50	......	......	......	*59.50	......	......
Rubber Co.,	G.T.	3.45	3.60	3.85	4.05	4.20	4.25	4.60	4.80	5.50	5.50	5.60	5.70	5.95	6.15	6.15	7.30	7.30	7.35	7.55	7.70	7.85	9.10	9.30	9.30	10.50	10.65
New Brunswick, N.J.	R.T.	3.85	3.90	4.35	4.90	5.00	5.10	5.75	6.00	6.15	6.15	6.40	6.60	6.80	6.25	8.35	8.35	8.55	8.55	8.75	8.95	9.20	10.30	10.65	10.65	11.75	12.10
April 6 5000 miles	Durable G.T	3.10	3.20	3.45	3.65	3.75	3.85	4.15	4.30	4.90	4.90	5.10	5.20	5.35	5.55	5.55	6.60	6.60	6.65	6.75	6.90	7.10	8.10	8.40	8.40	9.40	9.55
	Durable R.T.	3.45	3.60	3.85	4.05	4.20	4.25	4.60	4.80	5.50	5.50	5.60	5.70	5.95	6.15	6.15	7.30	7.30	7.35	7.55	7.70	7.85	9.10	9.30	9.30	10.50	10.65
Essex Rubber Co.,	G.B.	2.60	2.75	......	3.40	3.50	3.65	3.90	......	......	4.40	4.55	4.70	4.80	4.95	5.15	......	......	5.85	6.00	6.25	6.45	7.30	7.40	7.55	......	......
Trenton, N.J. April 2	R.T.	3.30	3.40	......	4.25	4.35	4.45	4.85	......	......	5.45	5.50	5.60	5.70	5.95	6.05	......	......	7.35	7.50	7.65	7.75	8.80	9.00	9.20	......	......
Eureka Tire Co., Inc.,	P.	12.55	12.20	......	15.85	16.70	18.55	21.65	......	25.75	24.30	24.75	25.95	26.50	30.25	28.25	......	......	35.70	37.35	37.95	39.50	42.65	48.25	45.15	......	61.20
Trenton, N.J.	N.S.	13.15	12.80	......	16.60	17.55	19.50	22.70	......	27.00	25.45	26.00	27.20	27.85	31.80	29.65	......	......	3.755	39.20	39.90	41.45	44.80	50.65	47.40	......	64.25
April 15	G.T.	2.90	3.00	......	3.40	3.50	3.60	3.80	......	4.60	4.70	4.85	4.95	5.10	5.20	5.40	......	......	6.35	6.50	6.60	6.70	7.80	7.90	8.00	......	8.70
	R.T.	3.20	3.30	......	3.80	3.90	4.00	4.20	......	5.10	5.20	5.35	5.50	5.70	5.80	5.95	......	......	7.05	7.20	7.35	7.50	8.55	8.75	8.85	......	9.65
Falls Rubber Co.,	P.	18.50	19.30	......	25.20	26.25	26.95	29.25	......	33.50	34.75	36.20	37.50	38.75	39.85	41.15	46.10	47.45	49.00	50.50	51.70	53.40	61.95	63.65	67.35	......	......
Cuyahoga	Ribbed & Neverslip N.S.	21.90	23.00	......	29.90	31.30	32.10	35.00	......	41.30	42.85	44.50	45.75	47.25	48.45	49.95	53.00	56.05	57.00	58.10	60.65	62.00	72.45	73.90	75.60	90.70	91.75
Falls,O. Ap. 2, 5000 m.	Pure Gum R.T.	4.35	4.55	......	6.20	6.40	6.55	6.85	......	7.90	8.15	8.35	8.60	8.80	9.00	9.25	10.25	10.50	10.80	11.05	11.35	11.60	12.70	13.00	13.25	14.90	15.55
Faure, A., April 2	"Never-Skid" N.S.	......	†20.30	......	†26.35	......	......	......	......	......	......	†42.45	43.10	44.10	......	†47.75	†59.00	d57.50	†59.50	62.10	63.50	......	†70.65	†80.30	75.05	......	101.70
153 W. 56th St., N. Y. City	R.T.	......	4.80	......	5.95	......	......	......	......	......	......	7.95	8.15	8.40	......	9.00	10.55	10.05	10.25	10.45	10.80	......	13.20	13.90	13.20	......	15.40
Federal Rubber Co.,	P.	c13.00	c12.65	......	c16.40	c17.35	19.20	*22.45	......	......	c25.15	*25.65	*26.90	*27.45	*31.30	*29.25	......	d35.80	*36.95	*38.65	*39.25	*40.85	*44.10	q49.95	*46.75	......	......
Cudahy, Wis.	Traffik	c13.60	c13.25	......	c17.20	c18.15	20.15	*23.50	......	......	c26.35	*26.95	*28.10	*28.80	*32.90	*30.70	......	d37.55	*38.90	*40.60	*41.25	*42.90	*46.30	q52.45	*49.05	......	......
April 5	Rugged	c15.30	c14.90	......	c19.35	......	22.65	*26.40	......	......	c29.65	d30.30	*31.60	*32.45	d37.00	*34.55	......	d42.25	*43.75	*45.65	*46.40	*48.30	*52.10	q58.95	*55.20	......	......
	G.T.	3.10	3.05	......	3.75	3.80	3.95	4.70	......	......	4.85	5.05	5.05	5.30	5.65	5.65	......	6.35	6.55	6.55	6.80	7.05	8.00	8.30	8.30	......	......
	"Red Skin" T.	3.70	3.45	......	4.35	4.40	4.55	5.45	......	......	5.55	5.80	5.80	6.10	6.55	6.55	......	7.25	7.50	7.50	7.85	8.10	9.20	9.50	9.50	......	......
Fellsen Tires, Inc.,	P.	16.40	18.20	......	23.70	26.20	26.95	29.30	......	30.00	32.10	32.90	34.05	35.65	36.05	36.85	42.61	43.70	44.80	46.60	4.765	48.70	55.40	57.35	59.40	73.95	75.45
New York City	N.S.	19.50	22.50	......	28.00	29.00	32.00	34.75	......	......	38.75	40.00	41.00	42.50	44.15	46.00	49.00	49.95	50.10	53.00	57.65	58.75	66.50	68.10	69.70	86.70	96.00
June 1 (6000 miles)	Tubes	3.50	3.65	......	4.50	4.60	4.75	5.00	......	......	5.80	6.05	6.35	6.70	7.00	7.15	7.95	8.05	8.20	8.25	8.50	8.60	9.10	10.05	10.15	11.05	11.50
Firestone Tire & Rubber Co.,	P.	12.25	12.75	16.60	16.25	17.75	19.20	21.65	27.25	29.00	25.30	25.75	27.25	27.70	28.75	29.25	42.70	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	75.65	81.15
Akron, O.	N.S.	13.75	14.25	18.85	18.15	19.40	21.45	24.50	31.10	34.10	28.65	29.15	30.80	31.35	33.00	33.55	48.40	42.15	42.50	44.20	44.70	46.40	54.50	55.50	57.35	86.65	92.15
April 2	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	6.60	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	9.20	9.45
	R.T.	3.30	3.40	3.85	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	7.70	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	10.45	10.80
Fisk Rubber Co.,	P.	c12.55	c12.20	c16.30	15.85	c16.70	18.55	21.65	†23.75	†29.35	†24.30	24.75	25.95	26.50	30.25	28.25	......	d34.60	35.70	37.35	37.95	*39.50	*42.65	48.25	45.15	q67.75	......
Chicopee Falls, Mass.	N.S.	c13.15	c12.80	......	16.60	c17.55	19.45	22.70	......	30.85	†25.45	26.00	27.15	27.85	31.80	29.65	d38.90	d36.30	37.55	39.20	39.90	*41.45	*44.75	50.65	47.40	q71.10	......
	Red Top N.S.	......	c16.65	......	20.80	21.95	24.30	......	......	......	†30.60	31.25	32.60	33.40	......	35.60	d46.65	d43.55	45.10	47.10	47.85	*49.80	*53.75	60.80	56.85	......	q77.10
April 2	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.75	4.75	4.95	4.95	5.15	5.50	5.50	6.15	6.15	6.40	6.40	6.65	6.90	7.80	8.10	8.10	9.25	9.45
	R.T.	......	3.45	......	4.30	......	4.40	5.20	......	5.45	5.45	5.70	5.70	5.95	6.35	6.35	7.10	7.10	7.30	7.30	7.65	7.90	8.95	9.30	9.30	......	10.90
General Tire & Rubber Co.,	P.	c14.75	c15.35	......	c19.15	22.20	23.80	*27.05	......	......	c31.10	*31.55	*33.45	*34.05	*35.30	*35.80	......	*42.50	*43.90	*46.00	*46.55	*48.60	*57.65	q58.80	*59.60	......	......
Akron, O.	N.S.	c16.70	c17.75	......	c22.50	c24.25	26.75	*30.60	......	......	c35.15	*35.80	*37.85	*38.55	*40.55	*41.20	......	*49.70	*51.10	*53.75	*54.55	*56.85	*64.75	q66.15	*67.05	......	......
March 31 (5000 miles)	G.T.	3.05	3.10	3.55	3.70	3.90	4.05	4.30	......	......	5.00	5.25	5.45	5.60	5.80	5.90	......	6.90	7.00	7.20	7.55	7.70	8.30	8.50	8.75	......	10.20
	R.T.	3.85	4.00	4.60	4.85	4.90	5.10	5.40	......	......	6.40	6.60	6.90	7.00	7.35	7.50	......	8.35	8.50	8.70	9.00	9.20	10.25	10.30	10.55	......	12.55
Giant Tire Co.,	N.S.	......	c7.60	......	c9.55	......	*10.95	......	......	......	......	......	*13.70	*14.10	......	*14.85	......	......	*17.45	*18.10	*19.20	......	......	......	*23.35	......	......
Akron, O.	G.T.	......	1.95	......	2.20	......	2.35	......	......	......	......	......	3.25	3.35	......	3.50	......	......	4.15	4.25	4.35	......	......	......	5.20	......	......
Gillette Rubber Co.,	P.	13.55	12.60	......	16.30	......	19.20	21.70	......	......	25.65	26.10	27.30	27.75	30.55	29.30	......	......	37.65	39.35	39.95	......	46.10	51.15	47.60	......	......
Eau Claire, Wis.,	N.S.	......	14.20	......	19.40	......	21.90	24.50	......	......	28.65	29.15	30.80	31.35	33.00	33.55	......	......	42.55	44.25	44.75	......	52.58	52.60	55.50	......	......
"Gillette Safety"	G.T.	2.75	3.00	......	3.75	......	4.00	4.30	......	......	4.85	5.00	5.15	5.25	5.45	5.65	......	......	6.45	6.60	6.85	......	8.00	8.15	8.30	......	......
April 1	R.T.	......	3.70	......	4.65	......	4.90	5.35	......	......	6.00	6.05	6.15	6.30	6.55	6.55	......	......	8.10	8.25	8.40	......	9.65	9.90	10.00	......	......
	Cord P.	......	......	......	32.00	......	34.20	36.40	......	......	42.00	43.50	44.65	45.85	......	......	49.00	50.25	51.60	52.85	54.10	......	64.20	......	67.20	......	......
	Cord N.S.	......	......	......	36.05	......	38.50	41.00	......	......	47.30	48.95	50.25	51.60	......	......	55.15	56.55	58.05	59.45	60.90	......	72.20	......	75.65	......	......
Globe Rubber Tire	(5000 miles) P.	18.50	†18.20	†22.95	23.70	†26.20	26.95	29.30	......	†33.85	†32.10	32.45	34.05	35.65	35.65	36.85	†45.85	d42.40	43.95	45.30	46.60	47.90	53.75	55.55	56.85	†73.95	†75.45
Mfg.Co., Good Grip	(6000 miles) N.S.	†20.80	†20.70	†25.45	26.20	†28.60	30.20	33.75	......	†37.30	†35.45	36.05	37.65	38.35	39.90	40.25	†50.00	d47.25	49.35	52.25	55.40	57.30	61.85	63.15	67.55	†84.35	†90.45
Trenton, N.J.	R.T.	3.25	3.40	3.65	3.95	4.15	4.20	4.40	......	5.45	5.55	5.70	5.90	6.05	6.15	6 35	7.20	7.30	7.45	7.55	7.75	7.90	8.85	9.10	9.20	10.25	10.40
April 2	G.T.	2.85	3.05	3.25	3.60	3.65	3.70	3.90	......	4.80	4.95	5.05	5.25	5.35	5.50	5.60	6.40	6.50	6.60	6.70	6.90	7.00	7.90	8.05	8.20	9.10	9.30

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Goodrich Co., B F.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	23.00	25.75	24.30	24.75	25.95	26.50	30.25	28.25	37.00	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	67.75	61.20
Akron, O.	N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	24.10	27.00	25.45	26.00	27.15	27.85	31.80	29.65	38.90	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	71.10	64.25
April 2	R.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	9.25	9.45
	B.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.50	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	10.30	10.50
	Straightside Silvertown Ribbed Tread	......	......	......	......	......	34.20	......	......	......	......	43.50	44.65	45.85	......	......	49.00	50.25	51.60	52.85	54.10	......	64.20	......	67.20	......	81.50
	Q. D. Silvertown Ribbed Tread	......	......	......	......	......	35.75	......	......	......	......	45.50	46.70	47.95	......	50.30	51.25	52.55	53.95	55.25	56.90	57.90	67.10	68.65	70.25	......	85.20
	Straightside Silvertown Safety Tread	......	......	......	......	......	35.90	......	......	......	......	45.70	46.90	48.20	......	......	51.50	52.80	54.20	55.50	56.80	......	67.40	......	70.55	......	85.60
	Q. D. Silvertown Safety Tread	......	......	......	......	......	37.55	......	......	......	......	47.80	49.05	50.35	......	......	53.85	55.20	56.65	......	59.30	......	70.45	......	73.75	......	89.45
Goodyear Tire & Rubber Co.,	P.	c12.10	c13.05	c16.60	§16.60	c17.80	19.40	*22.00	......	......	§25.85	26.40	27.70	28.35	*29.65	30.10	d35.30	d36.40	37.60	*39.35	39.95	*41 65	*46.15	46.85	*48 90	d75.55	......
Akron, O.	All Weather N.S.	c14.20	c15.25	c19.40	§19.40	c20.90	22.70	*25.75	......	......	§30.25	30.90	32.45	33.15	*34.65	35.20	d41.30	d42.65	44.00	*46.00	46.70	*48.75	*57.70	58.50	*61.10	d94.45	......
April 2	Regular Tubes	2.95	3.05	3.25	3.45	3.65	3.80	4.10	......	......	4.90	5.05	5.25	5.35	5.45	5.55	6.50	6.60	6.65	6.75	6.90	7.10	8.10	8.25	8.40	......	......
	Heavy Tourist Tubes	......	3.95	......	4.50	......	4.95	5.35	......	......	6.40	6.60	6.75	6.95	......	7.20	8.40	......	8.65	8.80	8.95	9.25	10.50	10.75	10.95	11.70	11.90
	Cord Ribbed	......	......	......	d32.00	......	d34.20	d36.40	......	......	d42.00	d43.50	d44.65	d45.85	......	......	d49.00	d50.25	*51. 60	d52.85	*54.10	......	*64.20	......	*67.20	......	*81.50
	Cord N.S	......	......	......	d36.05	......	d38.50	d41.00	......	......	d47.30	d48.95	d50.25	d51.60	......	......	d55.15	d56.55	*58.05	d59.45	*60.90	......	*72.20	......	*75.65	......	*91.70
Gordon Tire & Rubber Co.,	P.	......	c14.35	......	c18.35	......	d21.55	......	......	......	c28.45	c29.05	d30.45	d31.20	......	......	......	......	......	d43.60	d43.95	......	50.75	......	c53.80	......	......
Canton, O.	N.S.	c14.20	c15.25	......	c19.40	c20.90	22.70	q25.75	......	......	c30.25	30.90	32.45	33.15	*34.65	35.20	......	d42.65	*44.00	46.00	46.70	*48.75	*57.70	q58.50	61.10	......	......
April 2 (5000 miles)	G.T.	3.40	3.55	......	4.05	4.30	4.45	4.80	......	......	5.75	5.95	6.10	6.25	6.35	6.50	......	7.70	7.80	7.90	8.05	8.35	9.45	9.70	9.85	......	......
	R.T.	3.85	3.95	......	4.50	4.75	4.95	5.35	......	......	6.40	6.60	6.75	6.95	7.05	7.20	......	8.50	8.65	8.80	8.95	9.25	10.50	10.75	10.95	......	......
Great Easton Rubber Co.,	P.	15.85	13.65	......	20.30	22.45	23.10	25.15	......	......	27.50	28.85	30.20	30.60	31.00	32.00	......	d38.40	38.95	40.00	41.00	42.05	47.10	48.65	49.75	......	......
Allentown, Pa.,	N.S.	17.85	17.75	......	22.45	24.55	25.90	28.95	......	......	32.80	33.95	34.30	35.35	36.20	36.95	......	d44.50	46.30	47.60	48.50	49.90	55.65	57.90	59.95	......	......
"Crown"	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
April 2	R.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.50	......	......
Gryphon Rubber & Tire	Ribbed Skid	......	†21.25	......	†26.50	†27.50	30.50	......	......	......	†36.75	38.00	39.25	40.50	42.00	44.50	......	......	47.75	50.75	55.25	56.50	63.00	65.50	67.00	......	......
Co., New York City	N.S.	......	†22.25	......	†28.00	†29.00	32.00	......	......	......	†38.75	40.00	41.25	42.50	44.00	46.50	......	......	50.00	53.00	57.50	58.75	65.50	68.00	69.50	......	......
June 25 (6000 miles)	G.T. & R.T.	......	3.50	......	4.50	4.75	5.00	5.25	......	......	5:50	5.75	6.00	6.25	6.50	6.75	......	7.50	7.75	8.00	8.25	8.50	9.25	9.50	9.75	......	......
Hamilton Rubber Mfg.	April 24 N.S.	13.45	14.40	......	18.65	19.65	21.40	24.20	25.60	27.10	28.60	29.15	30.60	31.25	32.80	33.35	......	39.80	41.60	43.45	44.10	45.95	52.85	53.65	55.75	......	70.80
Co., Trenton, N.J.	Pure Gum T.	2.85	2.90	......	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	......	......	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	9.45
Apr. 24 (5000 m.)	Perfection Pink T.	3.30	3.40	......	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	10.80
Hardman Tire & Rubber Co.,	P.	......	18.00	19.00	22.50	24.00	25.75	28.00	......	......	31.00	32.00	35.00	37.00	38.00	40.00	42.00	43.50	45.00	47.00	49.00	51.00	54.50	56.00	58.00	77.00	80.00
Belleville, N.J.	(5000 miles) N.S.	......	21.25	24.35	26.75	27.50	30.00	32.50	......	......	37.00	39.00	40.25	41.50	42.50	44.00	46.00	47.50	49.75	53.00	56.75	58.00	64.50	67.00	69.00	86.00	91.00
May 1	R.T.	......	3.95	4.35	5.00	5.10	5.25	5.85	......	......	6.30	6.50	6.75	6.95	7.30	7.40	8.40	8.50	8.70	8.90	9.20	9.35	10.45	10.75	10.90	12.50	12.75
	Junior (3500 miles) P.	......	13.75	......	18.50	19.50	20.75	23.50	......	......	25.25	26.75	28.50	29.50	31.75	33.25	38.50	39.50	41.00	42.00	43.75	45.50	49.25	51.00	53.00	......	......
	N.S.	......	15.00	......	19.50	20.50	22.00	25.00	......	......	27.00	28.00	29.50	31.00	33.00	34.50	40.00	41.00	42.50	43.50	45.00	47.00	51.00	52.75	55.00	......	......
	G.T.	......	3.75	......	4.30	4.40	4.50	4.85	......	......	5.75	5.85	6.00	6.20	6.40	6.45	7.55	7.60	7.70	7.85	8.05	8.20	9.35	9.50	9.60	......	......
Hawkeye Tire	3500 Santa Fe P.	12.20	13.15	......	16.70	......	19.50	......	......	......	29.95	26.50	28.00	28.45	......	30.25	......	37.00	37.75	39.40	40.05	41.75	45.80	46.65	48.30	......	......
& Rubber Co.,	miles Santa Fe N.S.	13.45	14.45	......	18.70	......	21.50	......	......	......	28.65	29.20	30.75	31.40	......	33.35	......	41.35	42.35	44.10	44.55	46.20	52.50	53.25	55.15	......	......
Des Moines, Ia.	6000 mls. Hawkeye N.S.	17.70	19.05	......	24.15	......	27.95	......	......	......	37.00	37.75	39.80	40.55	......	42.35	......	48.55	49.60	52.70	58.35	62.70	66.55	68.60	71.60	......	......
	G.T.	2.80	2.90	......	3.45	3.50	3.55	3.80	......	......	4.80	4.90	5.05	5.20	5.35	5.45	......	6.40	6.45	6.55	6.65	6.75	7.70	7.80	8.00	......	......
	R.T.	3.25	3.35	......	3.85	4.30	4.05	4.25	......	......	5.40	5.50	5.75	5.90	6.00	6.10	......	7.15	7.20	7.30	7.50	7.70	8.60	8.80	8.90	......	......
Hendrie Rubber Co., W.C.	P.	14.65	15.65	16.35	18.10	19.35	20.25	22.70	......	26.35	26.85	27.85	28.50	29.15	30.15	30.35	37.00	37.70	38.30	39.80	40.30	41.70	47.60	48.65	51.60	63.25	65.65
Torrance, Cal.	Inset N.S.	17.45	18.35	19.35	21.95	22.45	24.30	26.60	......	30.05	31.10	31.90	32.95	33.70	34.60	35.15	42.30	42.95	43.70	46.90	47.55	49.25	56.25	56.75	57.95	71.25	77.50
April 16	California N.S.	20.05	21.05	22.20	25.25	25.75	29.00	30.55	......	34.50	35.75	36.65	37.90	38.75	39.85	40.45	48.65	49.45	50.20	53.90	54.65	56.60	64.65	65.20	66.65	81.95	89.10
	G.T.	3.15	3.30	3.70	3.85	4.00	4.05	4.30	......	5.25	5.35	5.50	5.70	5.85	5.95	6.10	6.95	7.10	7.15	7.25	7.50	7.60	8.55	8.25	8.90	9.80	10.00
	California R.T.	3.95	4.00	4.10	4.80	4.85	4.90	5.20	......	6.10	6.25	6.35	6.50	6.65	6.75	6.90	8.35	8.55	8.75	8.95	9.15	9.35	10.60	10.70	10.90	11.45	11.60
Hercules Tire Co.,	P.	6.80	7.20	......	9.30	9.75	10.70	11.95	......	13.75	14.35	14.60	15.25	15.55	16.35	16.35	......	......	20.80	21.60	21.90	22.70	24.60	24.95	25.85	......	......
1789 Broadway, N.Y.	N.S.	7.20	7.60	......	9.75	10.20	11.20	12.55	......	14.40	15.10	15.35	16.00	16.25	16.95	17.25	......	......	21.85	22.70	32.95	23.80	25.85	26.15	27.15	......	......
Feb. 1 (4000 miles)	Tubes	1.82	1.93	......	2.16	2.23	2.27	2.42	......	2.90	2.97	3.07	3.14	3.23	3.33	3.37	......	......	4.05	4.15	4.17	4.27	4.92	4.97	5.05	......	......
Hood Tire Co.,	P.	c18.80	c19.20	c20.70	25.50	c27.25	28.65	*30.65	......	......	c33.50	34.10	34.75	35.65	36.65	37.65	d50.00	*47.20	49.10	50.35	51.35	*52.50	*62.00	†63.25	64.25	q82.50	q83.25
Watertown, Mass.	Arrow N.S.	c22.50	c23.00	c25.00	29.50	c31.90	33.15	*35.50	......	......	c39.75	40.60	41.70	42.50	44.50	46.75	d55.50	*56.30	56.90	58.10	58.75	*59.75	*68.60	†69.60	70.90	q87.50	q91.50
May 1	Puritan P.	......	c15.20	......	c17.10	c18.50	19.50	*22.00	......	......	c27.50	*28.25	*29.00	*29.65	*30.75	*31.85	......	*36.85	*37.95	*39.35	*40.00	*41.55	*47.30	q48.95	q49.70	......	......
	Puritan N.S.	......	c17.20	......	c19.70	c21.20	22.75	*26.00	......	......	c32.10	*32.50	*32.90	*33.50	*34.25	*35.50	......	*43.45	*44.40	*45.90	*46.50	*47.85	*55.70	q57.40	q58.50	......	......
	Hood T.	3.85	4.00	4.50	4.75	4.90	4.95	5.20	......	5.80	5.90	6.00	6.10	6.25	6.40	6.55	7.65	7.80	7.95	8.10	8.35	8.60	9.45	9.60	9.75	11.20	11.75
	Puritan T.	3.40	3.45	......	4.05	4.20	4.40	4.80	5.20	5.40	5.15	5.25	5.35	5.50	5.90	6.30	6.85	6.95	7.05	7.15	7.25	7.60	8.30	8.45	8.60	10.00	11.00
Howe Rubber Co.,	N.S.	c19.20	c20.20	......	c25.70	......	*29.40	q31.25	......	......	c35.70	*36.80	*37.75	*39.00	q40.50	*42.80	......	d46.25	*48.20	*50.25	*52.80	q54.05	*60.00	q62.50	*63.95	......	......
New Brunswick, N.J.	G.T.	2.75	2.85	3.05	3.25	3.35	3.45	3.60	......	4.35	4.45	4.65	4.75	4.85	4.95	5.10	5.90	6.00	6.05	6.15	6.25	6.45	7.40	7.50	7.65	8.25	8.35
Feb. 1 (5000 miles)	R.T.	3.40	3.45	3.60	4.15	4.20	4.35	4.60	......	5.30	5.40	5.50	5.65	5.75	5.90	6.00	7.30	7.45	7.60	7.85	7.95	8.15	9.25	9.35	9.45	10.00	10.10
Indiana Rubber & Ins. Wire Co.,	P.	12.25	12.75	16.60	16.25	17.75	19.20	21.65	......	......	25.30	25.75	27.25	27.70	28.75	29.25	......	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	......	......
Jonesboro, Ind.	Button & Trac. N.S.	c13.75	§14.25	*18.85	§18.15	§19.40	*21.45	*24.50	......	......	*28.65	§29.15	*30.80	*31.35	*33.50	*33.55	......	*42.15	*42.50	*44.20	*44.70	*46.40	*54.50	*55.50	*57.35	......	......
May 10 (3500 miles)	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	B.T.	3.30	3.40	3.80	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
J. & D. Tire &	Ribbed Tread	......	15.25	......	19.40	......	22.70	......	......	......	30.25	30.90	32.45	33.15	......	......	......	......	44.00	46.00	46.70	......	......	......	......	......	......
Rubber Co.,	R. & G.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	9.60
Charlotte, N. C. April 2																											
Kansas City Tire &	Chester P.	†12.25	†12.75	†16.60	†16.25	†17.75	19.20	21.65	†27.25	†29.00	†25.30	25.75	27.25	27.70	†28.75	†29.25	......	......	†37.95	39.30	39.95	†41.55	46.25	†47.05	48.75	......	......
Rubber Corp.,	Chester N.S.	†13.75	†14.25	†18.85	†18.15	†19.40	21.45	24.50	†31.10	†34.10	†28.65	29.15	30.80	31.35	†33.00	†33.55	......	......	†42.50	44.20	44.70	†46.40	54.50	†55.50	57.35	......	......
Chester, W. Va.	"Bull" P.	c12.25	c12.75	......	c16.25	c17.75	19.20	*21.65	......	......	25.30	§25.75	*27.25	*27.70	*28.75	q29.25	......	......	q37.95	*39.30	*39.95	q41.55	*46.25	q47.05	*48.75	......	......
April 2 (4000 miles)	"Bull" N.S.	c13.75	c14.25	......	c18.15	c19.40	21.45	*24.50	......	......	28.65	§29.15	*30.80	*31.35	*33.00	q33.55	......	......	q42.50	*44.20	*44.70	q46.40	*54.50	q55.20	*57.35	......	......
	G.T.	2.85	2.90	3.35	3.45	3.60	3.75	3.95	4.35	4.90	4.60	4.85	5.05	5.20	5.35	5.45	......	......	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	R.T.	3.30	3.40	3.80	4.15	4.25	4.40	4.65	4.95	5.60	5.50	5.65	5.90	6.15	6.30	6.45	......	......	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
‡Keaton Tire & Rubber Co.,	P.	......	17.00	......	21.95	......	23.95	......	......	......	29.90	32.15	32.90	34.65	......	37.10	......	42.05	43.20	44.40	45.40	46.55	54.40	55.70	57.20	68.40	70.20
San Francisco, Cal.	N.S.	......	......	......	23.90	......	26.40	......	......	......	34.95	37.30	37.90	39.85	......	42.25	......	47.95	49.55	51.00	52.85	53.85	60.75	62.95	65.10	78.30	80.80
Jan. 1 (5000 miles)	R.T	......	3.55	......	4.20	......	4.40	......	......	......	5.45	5.55	5.70	5.95	......	6.20	......	7.20	7.40	7.60	7.80	7.95	9.20	9.35	9.55	10.50	10.75
Kelly Springfield Tire	(5000 miles) P.	c19.70	c18.85	......	22.90	†25.40	26.90	29.25	†37.80	†40.45	*31.50	32.65	33.90	35.05	36.10	37.20	†50.60	†41.70	43.15	44.45	45.70	46.90	53.05	54.60	55.95	†72.95	†83.80
Co.,	(6000 miles) Driving T.	......	......	......	......	......	......	......	......	......	c38.30	*39.35	*40.45	*41.60	*43.80	*45.95	......	*48.10	*49.90	*52.25	*57.55	*58.60	*65.00	*68.00	*69.25	......	q90.55
New York	(6000 m.) Kant Slip N.S.	c23.90	c22.50	......	c28.15	c29.05	32.15	*34.90	......	......	†38.85	*40.10	*41.30	*42.75	*44.15	*46.60	......	*48.35	*50.10	*53.10	57.65	*58.85	*65.55	68.10	69.70	q86.70	q100.85
April 2	G. & R. Tubes	3.45	3.55	3.80	4.55	4.70	4.90	5.20	5.55	5.65	5.80	5.90	6.10	30.40	66	6.55	7.40	7.65	7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65

‡Prices apply only to Pacific States. See Mohawk Rubber Co. for extra prices and Middle West.

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Knight Tire &	Blackstone P.	......	14.25	......	18.15	19.40	21.45	......	......	......	28.65	29.15	30.80	31.35	......	33.55	......	42.15	42.50	44.20	44.70	......	......	......	57.35	......	......
Rubber Co.,	Knight P.	......	20.50	......	25.40	27.30	28.00	30.40	......	......	33.80	34.95	36.00	37.30	......	39.30	......	43.10	44.30	45.45	47.45	49.55	55.45	56.60	58.85	......	......
Canton, O.	N.S.	......	22.50	......	28.15	29.05	32.15	34.90	......	......	38.85	40.10	41.30	42.75	......	46.60	......	48.35	50.10	53.10	57.65	58.85	65.55	68.10	69.70	86.70	92.85
April 9	Silver King T.	......	3.10	......	3.60	3.75	3.80	4.05	......	......	4.80	4.95	5.10	5.30	......	5.55	......	6.35	6.40	6.60	6.70	6.90	7.75	7.90	8.05	......	......
Kokomo Rubber Co.,	P.	c16.20	c16.85	......	c21.90	......	§25.30	......	......	......	c33.40	d34.15	*35.80	*36.55	......	*39.05	......	......	*49.30	*51.50	*52.40	*54.50	......	......	*62.25	......	......
Kokomo, Ind.	N.S.	c17.00	c17.70	......	c22.90	......	§26.85	......	......	......	c35.20	d35.95	*37.50	*38.40	......	*40.95	......	......	*51.85	*54.15	*54.90	*59.20	......	......	*65.40	......	......
May 19	Kokomo G.T.	3.20	3.40	3.60	4.00	4.20	4.25	4.50	4.75	......	5.25	5.35	5.55	5.70	5.90	6.05	......	......	6.90	7.15	7.35	7.60	8.65	9.00	9.25	9.75	......
(5000 miles)	Standard R.T.	3.60	3.70	3.90	4.50	4.70	4.75	5.00	5.25	......	5.85	6.00	6.10	6.30	6.60	6.75	......	......	7.75	7.90	8.15	8.45	9.60	9.75	10.00	10.80	......
	Kokomo G.T.	3.85	3.95	4.40	4.75	4.95	5.00	4.55	5.65	......	6.20	6.30	7.50	6.70	6.90	7.15	......	......	8.15	8.40	8.65	8.95	10.15	10.35	10.55	12.05	......
	Everlaster R.T.	4.20	4.35	4.95	5.35	5.50	5.60	5.85	6.25	......	6.90	7.00	7.20	7.40	7.65	7.95	......	......	9.10	9.30	9.55	9.95	11.30	11.35	11.65	13.40	......
Lancaster Tire & Rubber Co.,	P.	c12.10	c13.05	......	16.60	......	*19.40	......	......	......	c25.85	*26.40	*27.70	*28.35	*29.65	*30.10	......	......	*37.60	*39.35	*39.95	*41.65	*46.15	*46.85	*48.90	......	q66.85
Lancaster,.	Fairfield,Clingstone N.S.	c14.20	c15.25	......	19.40	......	*22.70	......	......	......	c30.25	*30.90	*32.45	*33.15	*34.65	*35.20	......	......	*44.00	*46.00	*46.70	*48.75	*57.70	*58.50	*61.10	......	q83.50
April 10	G.T.	2.95	3.05	......	3.45	......	3.80	......	......	......	4.90	5.05	5.25	5.35	5.45	5.55	......	......	6.65	6.75	6.90	7.10	8.10	8.25	8.40	......	9.20
(5000 miles)	P.	......	c18.85	......	22.90	c25.40	*26.90	......	......	......	c31.50	*32.65	*33.90	35.05	36.10	37.20	......	......	43.15	44.45	45.70	*46.90	*53.05	54.60	55.95	q72.95	q83.80
(6000 miles)	Wiregrip N.S.	......	c22.50	......	28.15	29.05	*32.15	......	......	......	c38.85	*40.10	*41.30	42.75	44.15	46.60	......	......	50.10	53.10	57.65	*58.85	*65.55	68.10	69.70	q86.70	q100.75
	G.T.	3.45	3.55	......	4.55	4.70	4.90	5.20	......	......	5.80	5.90	6.10	6.30	6.40	6.55	......	......	7.90	8.05	8.35	8.60	9.45	9.65	10.00	10.65	10.90
Lee Tire & Rubber Co.,	Lee P.	15.45	15.25	17.30	19.25	20.30	21.75	25.50	26.55	28.70	27.25	30.15	31.20	32.30	33.85	34.40	35.35	36.25	37.50	38.25	39.50	40.35	45.60	46.65	48.10	55.60	57.15
Conshohocken, Pa.	Standard N.S.	16.15	16.00	19.45	20.55	21.60	23.70	28.45	30.00	32.35	28.60	32.35	33.40	34.50	37.50	38.30	42.30	42.95	43.95	44.65	46.30	47.00	55.10	55.90	57.90	68.70	70.05
June 1	Puncture P.	24.50	25.65	27.10	30.90	32.10	33.80	37.15	39.30	39.70	39.65	41.40	43.50	44.55	48.05	48.85	48.40	50.10	51.60	58.65	55.50	56.60	63.35	64.80	66.60	74.20	76.25
(5000 miles)	Proof N.S.	26.90	27.80	30.20	32.70	35.15	37.85	40.05	42.50	43.60	43.20	45.40	47.80	48.70	52.65	53.30	55.80	57.30	58.30	61.00	62.70	64.50	73.40	75.40	77.10	87.30	89.10
	G.T.	3.75	3.95	4.15	4.85	5.10	5.25	5.50	5.75	6.10	6.30	6.45	6.60	6.80	7.00	7.20	7.55	7.75	7.95	8.15	8.35	8.60	9.35	9.60	9.85	10.05	10.35
	Velvet R.T.	4.05	4.25	4.45	5.40	5.55	5.70	6.00	6.25	6.65	6.80	7.00	7.20	7.40	7.65	7.80	8.25	8.55	8.75	8.95	9.20	9.45	10.20	10.45	10.75	11.00	11.30
L. & M. Tire Co.,	P.	12.25	12.75	......	16.25	17.75	19.20	21.65	22.75	24.95	25.30	25.75	27.25	27.70	28.75	29.25	......	......	37.95	39.30	39.95	41.55	46.25	47.05	48.75	60.85	64.00
Carrollton, Ohio	N.S.	13.75	14.25	......	18.50	19.40	21.45	24.50	25.15	27.45	28.65	29.15	30.80	31.35	33.00	33.55	......	......	42.50	44.20	44.70	46.40	54.50	55.50	57.35	70.25	71.75
April 25 (4000 miles)	G.T.	3.00	3.20	......	3.70	3.80	3.90	4.05	4.25	5.00	5.15	5.25	5.45	5.60	5.70	5.85	......	......	6.85	7.00	7.15	7.30	8.15	8.35	8.50	9.15	9.45
"L. & M. Buckskin"	R.T.	3.55	3.80	......	4.40	4.55	4.70	4.85	5.10	6.00	6.15	6.30	6.55	6.70	6.85	7.00	......	......	8.20	8.35	8.60	8.75	9.80	10.05	10.20	10.95	11.35
McGraw Tire & Rubber	Imperial P.	c12.65	c12.40	c16.50	16.25	c16.90	18.90	21.95	c25.20	c26.35	c24.70	25.40	26.50	27.00	30.65	28.85	c37.00	......	36.15	37.90	38.50	39.65	43.35	48.30	45.90	......	......
Co.,	Pullman N.S.	c13.50	c13.00	......	16.70	c17.90	19.75	23.45	......	c27.45	c25.90	26.55	27.65	28.40	32.15	30.10	c39.00	d36.75	38.20	39.60	40.40	41.85	45.50	51.40	48.15	......	......
East Palestine, O.	Congress G.T.	3.10	3.05	3.50	3.55	3.85	3.95	4.55	4.70	4.95	4.75	4.85	5.00	5.20	5.70	5.45	6.50	6.30	6.45	6.55	6.70	7.00	8.00	8.50	8.20	......	......
April 2 (3500 miles)	R.T.	3.50	3.40	3.80	4.20	4.25	4.35	4.65	4.95	5.35	5.50	5.60	5.85	6.10	6.25	6.35	7.10	7.15	7.30	7.40	7.50	7.75	8.90	9.20	9.00	......	......
McLean Tire &	Safety Bar N.S.	12.90	13.85	......	17.95	......	20.65	23.40	......	......	27.50	28.10	29.50	30.15	......	32.00	......	......	40.00	41.80	42.45	44.30	49.95	50.65	52.90	......	......
Rubber Co., East Liverpool, O.	Tubes	2.75	2.85	......	3.25	......	3.40	3.60	......	......	4.45	4.60	4.75	4.85	......	5.05	......	......	6.05	6.15	6.25	6.45	7.35	7.50	7.65	......	......
Jan. 2	"Champion" N.S.	13.15	12.80	......	16.60	......	19.45	22.70	......	......	25.45	26.00	27.15	27.85	31.80	29.65	......	......	37.55	39.20	39.90	41.45	44.75	50.65	47.40	......	......
McNaull Tire Co., Toledo, O.	N.S.	......	......	......	......	......	......	......	......	......	32.83	......	42.69	......	......	......	......	54.71	......	58.06	......	62.42	70.65	74.44	74.44	......	......
May 1 (6000 miles)	R.T.	......	3.90	......	5.00	......	5.39	......	......	......	6.38	6.49	6.71	6.93	7.04	7.20	......	8.42	8.69	8.85	9.18	9.46	10.39	10.61	11.00	12.59	12.81
Marathon Tire & Rubber Co.,	Runner	c17.00	c17.60	......	c21.90	c22.65	24.40	*25.95	......	......	c34.15	*35.30	*36.45	*37.60	*38.80	*39.95	d42.85	......	*46.85	*48.30	*49.70	*51.15	*56.75	*58.50	*60.30	q75.65	q77.85
Cuyahoga Falls, O.	Angle N.S.	c18.00	c18.60	......	c23.55	c24.30	26.45	*28.00	......	......	c36.50	*37.70	*38.85	*40 00	*41.15	*42.30	d47.30	*49.35	*50.75	*52.20	*53.65	*55.05	*62.90	*64.70	*66.45	q82.05	q84.25
May 14, 1917	Cord Runner Tread	......	c20.90	......	c25.90	c27.15	*30.35	......	......	......	c38.80	*41.30	*42.45	*43.60	......	......	d51.60	*52.90	*54.30	*55.65	*57.00	......	*69.10	......	*72.50	......	q93.00
(5000 miles)	Cord Angle Tread	......	c22.10	......	c27.25	c28.50	*31.70	......	......	......	c39.70	*42.35	*43.60	*44.90	......	......	d54.45	*55.80	*57.25	*58.60	*60.00	......	*72.05	......	*75.50	......	q97.50
	G.T.	2.80	3.05	......	3.75	3.90	4.05	4.40	......	......	5.00	5.15	5.35	5.50	5.65	5.85	6.60	6.80	7.05	7.25	7.50	7.70	8.50	8.80	9.05	10.15	10.50
	R.T.	3.10	3.30	......	4.15	4.30	4.45	4.80	......	......	5.55	5.70	5.90	6.05	6.20	6.40	7.45	7.65	7.85	8.10	8.30	8.50	9.50	9.80	10.05	11.25	11.06
Mason Tire & Rubber Co.,	P.	12.25	12.95	......	16.55	17.75	19.25	21.80	......	......	25.30	25.75	27.25	27.70	28.75	29.25	......	37.15	37.95	39.30	39.95	41.55	46.25	47.05	48.75	......	......
Kent, O.	Ribbed	13.50	14.50	......	18.50	19.95	21.75	24.75	......	......	27.45	27.90	29.65	30.10	31.75	32.15	......	40.45	40.95	42.55	43.15	44.80	51.00	52.70	54.50	......	......
	N.S.	14.00	15.00	......	19.25	20.60	22.55	25.50	......	......	28.65	29.15	30.80	31.35	33.00	33.55	......	42.15	42.50	44.20	44.70	46.40	54.50	55.50	57.35	......	......
April 2	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	......
	R.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	......
Mattson Rubber Co.,	P.	†12.04	†13.15	†14.25	16.43	†17.54	18.65	19.73	......	†21.90	23.02	24.10	25.20	26.30	27.41	28.49	......	......	31.28	32.35	33.41	34.52	†38.24	39.42	40.55	......	......
Lodi, N.J.	N.S.	†12.64	†13.79	†14.96	17.25	†18.41	19.56	20.71	......	†23.00	24.16	25.31	26.46	27.62	28.77	29.91	......	......	32.79	33.97	35.08	36.25	†40.26	41.42	42.58	......	......
	Grey Tubes	3.00	3.05	3.35	3.65	3.75	4.00	4.05	......	4.20	4.55	4.80	5.00	5.15	5.15	5.20	......	......	5.35	5.50	5.95	6.30	6.50	6.65	6.90	......	......
Michelin Tire Co.,	P.	c13.60	c14.20	......	c20.50	......	21.70	*23.05	......	......	......	*29.25	*29.90	30.50	q32.00	*33.20	c36.85	......	†39.30	*41.10	*42.25	q43.45	q48.00	q49.45	*50.20	......	c59.90
Milltown, N.J.	Universal	......	......	......	c20.70	......	d23.10	d24.60	......	......	c29.15	*31.35	*32.20	*32.75	q33.55	*35.50	......	......	*43.30	*45.55	*46.50	q48.10	*53.10	q54.35	*55.00	......	......
April 2	Tubes	3.30	3.50	......	3.95	3.50	4.10	4.50	......	5.10	4.80	5.40	4.95	5.80	5.30	6.15	7.25	......	7.60	6.80	8.00	7.25	9.35	9.45	9.60	10.50	10.50
Mohawk Rubber Co.,	P.	c16.85	c17.70	......	21.60	c23.90	25.25	*27.60	......	......	c31.80	*32.85	33.80	35.00	*36.20	38.20	......	*41.15	43.05	44.85	47.35	*48.40	*53.70	†55.80	57.10	q71.05	......
Akron, O.	Ribbed	......	c19.00	......	c23.35	......	d27.30	......	......	......	c34.60	d35.70	d36.75	*37.85	......	......	......	......	*46.50	d48.45	*51.25	......	*58 40	......	*61.60	......	......
April 2	N.S.	c20.30	c21.35	......	27.00	c28.00	31.00	*33.80	......	......	c37.45	38.80	39.80	41.30	*42.70	45.15	......	*48.65	50.80	53.00	55.65	*57.00	*63.30	†66.00	67.50	q83.80	q87.00
	R.T.	3.40	3.55	......	4.55	4.70	4.90	5.20	......	......	5.75	5.85	6.10	6.25	6.35	6.55	7.35	7.65	7.85	8.00	8.25	8.60	9.35	9.65	9.95	11.40	11.60
	Keaton N.S.	......	......	......	c28.40	......	d32.70	......	......	......	c39.45	d40.85	d41.95	d43.50	......	......	......	......	*54.00	d55.00	*58.00	......	*67.00	......	*70.25	......	......
Mutual Tire & Rubber	(4500 miles) P.	c15.35	c16.50	......	c21.50	c22.70	24.70	§27.95	......	......	c32.85	33.45	35.05	35.90	37.60	38.25	†42.80	......	43.45	45.35	48.35	50.30	53.25	54.00	56.35	q75.70	q76.70
Co.,	(5500 miles) N.S.	c18.10	c19.35	......	c24.70	c25.95	28.50	§32.25	......	......	c37.75	38.45	40.45	41.20	43.15	43.55	†48.20	......	51.00	53.30	56.80	58.60	65.55	66.50	69.45	q88.95	q91.95
New York City June 11	Red Tubes	4.00	4.10	......	5.00	5.05	5.25	5.50	......	......	6.50	6.75	6.85	7.00	7.20	7.40	8.75	......	9.10	9.35	9.55	9.75	11.00	11.20	11.35	12.00	12.10
National Rubber Co.,	N.S.	......	c17.60	......	c22.00	......	*28.00	*32.00	......	......	c33.35	*34.65	*36.00	*37.35	......	*40.00	......	d50.65	*50.65	*52.00	*53.35	*56.00	*65.35	*66.65	*66.65	......	......
Pottstown, Pa., "Speedway"	Tubes	4.08	4.20	......	5.40	5.64	5.82	6.18	6.60	6.72	6.84	7.02	7.26	7.44	7.62	7.80	......	9.24	9.36	9.60	9.90	10.26	11.22	11.46	11.88	13.62	13.86
May 1 (5000 miles)																											
National Tire & 3500	"Capital" P.	c12.65	c12.40	......	c16.25	c16.90	18.90	*21.95	......	*26.35	24.70	*25.40	26.50	*27.00	*30.65	*28.85	......	......	*36.15	*37.90	*38.50	*39.65	*43.35	q48.30	q45.90	......	......
Rubber Co., miles	"Capital" N.S.	c13.50	c13.00	......	c16.70	c17.90	19.75	*23.45	......	*27.45	25.90	*26.55	27.65	*28.40	*32.15	*30.10	......	......	*38.20	*39.60	*40.40	*41.85	*45.50	q51.40	q48.15	......	......
East Palestine, O.	"Record" N.S.	......	c13.00	......	c16.70	......	d19.75	......	......	......	c25.90	q26.55	*27.65	*28.40	......	......	......	......	......	......	......	......	......	......	......	......	......
April 2	"Highway" N.S.	c13.50	c13.00	......	c16.70	......	*19.75	......	......	......	c25.90	d26.55	*27.65	*28.40	......	......	......	......	......	......	......	......	......	......	......	......	......
	"Paragum" G.T.	3.10	3.05	3.50	3.55	3.85	3.95	4.55	4.70	4.95	4.75	4.85	5.00	5.20	5.70	5.45	......	......	6.45	6.55	6.70	7.00	8.00	8.50	8.20	......	......
	"Redman" T.	3.50	3.40	3.80	4.20	4.25	4.35	4.65	4.95	5.35	5.50	5.60	5.85	6.10	6.25	6.35	......	......	7.30	7.40	7.50	7.75	8.90	9.20	9.00	......	......
National Tire Co.,	P.	†11.10	†10.80	†14.40	13.95	†14.60	16.85	20.80	......	......	†20.60	21.95	22.55	23.45	26.60	24.90	......	......	29.70	31.00	32.60	33.50	38.40	43.45	41.05	......	......
Trenton, N.J.	N.S.	†11.65	†11.35	†15.10	14.70	†15.35	17.70	21.85	......	......	†21.60	23.05	23.70	24.60	28.00	26.15	......	......	31.20	32.55	34.20	35.15	40.30	45.60	43.10	......	......
	G.T.	2.85	2.70	3.10	3.05	3.25	3.40	4.00	......	......	3.85	3.95	4.10	4.25	4.80	4.50	......	......	5.20	5.40	5.60	5.80	6.55	7.35	6.85	......	......
	R.T.	3.15	3.00	3.40	3.35	3.60	3.75	4.40	......	......	4.25	4.35	4.50	4.70	5.30	4.95	......	......	5.70	5.95	6.15	6.40	7.20	8.10	7.55	......	......
Needham Tire Co.,	P.	c12.00	c13.00	......	16.50	17.50	*19.25	*21.65	......	......	25.75	*26.35	*27.65	*28.15	*29.30	*29.75	......	*36.25	*37.50	*39.20	*39.70	*41.20	*44.60	*45.20	*46.90	q64.95	q66.55
Charles River, Mass.	N.S.	......	......	......	19.00	19.90	22.10	*24.75	......	......	29.85	*30.30	*31.70	*32.25	*33.60	*34.05	......	*42.30	*43.20	*44.95	*4.545	*47.20	*51.10	*51.75	*53.75	q74.40	q76.25
April 2 (3500 miles)	T.	2.80	2.90	......	3.30	3.40	3.45	3.60	......	......	4.55	4.70	4.85	4.95	5.05	5.15	......	6.10	6.20	6.30	6.40	6.60	7.55	7.70	7.85	8.45	8.55

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Newcastle Rubber Co.,	5000 P.		14.45		18.90	21.10	21.65	23.50			25.30	26.25	27.20	28.15	29.00	29.95			36.50	37.60	38.65	39.70	44.85	46.15	47.35		
Pittsburgh, Pa.	miles N.S.		16.30		21.25	23.90	24.50	26.60			29.55	30.60	31.50	32.65	33.45	34.40			38.15	39.35	42.70	43.55	48.50	49.55	53.00		
(6000 miles)	Shenango N.S.				28.15		32.15						41.30	42.75						53.10	57.65		65.55		69.70		
June 1	Pure Gum G.T.		3.20		4.10	4.25	4.40	4.70			5.20	5.30	5.50	5.65	5.75	5.90			7.10	7.25	7.50	7.75	8.50	8.70	9.00		
New Jersey Carspring Co.,	P.	c16.55	c17.75		†23.00		26.50	33.00		c33.40	†32.00	32.70	34.25	35.00	40.50	37.25			46.70	48.80	49.50	51.50	56.80	†63.50	60.20	†93.50	†96.00
Jersey City, N.J.	C.N.S		c18.60		†24.10		27.80	34.80		c35.00	†33.60	34.30	36.00	36.80	42.50	39.20			49.00	51.10	51.95	54.10	59.70	†67.00	63.25	†98.50	†101.50
May 1 (5000 miles)	Suction N.S.				†27.05		31.15	39.00		c38.80	37.65	38.45	40.25	41.25	47.50	43.80			54.85	57.25	58.25	60.65	66.85	†75.00	70.75	†110.00	†113.00
	G.T.	2.95	3.10		3.50		3.60	4.30		5.10	4.75	4.95	5.10	5.20	5.85	5.50			6.55	6.65	6.75	6.85	7.90	8.90	8.20	9.65	9.80
	R.T.	3.25	3.40		4.35		4.70	5.60		6.25	6.00	6.10	6.40	6.50	7.30	6.80			7.60	7.75	7.90	8.05	8.95	10.10	9.35	11.00	11.20
Norwalk Tire & Rubber Co.,	P.		†17.85		†23.15									q38.80							q54.80				q63.85		
Norwalk, Conn.	N.S.		†18.80		†24.30	†25.10	*27.95				†37.30	*37.95	*39.90	*40.80		q43.40			*54.25	*56.65	*57.50	q59.90	*63.35	q64.20	*67.10		
April 2 (5000 miles)	G.T.	3.30	3.35	3.95	4.15	4.25	4.40	5.20	5.30		5.40	5.55	5.70	5.85	6.25	6.30	7.15		7.20	7.35	7.55	7.85	8.90	9.05	9.20	10.55	10.75
	R.T.	3.65	3.70	4.35	4.60	4.65	4.80	5.75	6.00		5.95	6.15	6.30	6.45	6.90	6.95	7.90		7.95	8.10	8.35	8.65	9.80	10.10	10.15	11.60	11.85
Ohio Tire Co.,	P.	c12.40	c12.55	c15.30	16.30	17.15	18.90	24.70	27.50	27.05	24.95	25.45	26.65	27.30	32.90	29.05			36.75	38.40	39.00	40.60	43.85	51.15	46.45		
Mansfield, Ohio	N.S.	c13.05	c13.20		17.10	18.05	19.85	25.85			26.20	26.75	28.00	28.65	34.55	30.45			38.60	40.30	40.95	42.60	46.00	53.70	48.80		
April 5	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.75	5.50			6.25	6.45	6.65	6.85	7.80	8.60	8.10		
(4000 miles)	R.T.	3.30	3.35	3.80	4.20	4.25	4.30	5.05	5.35	5.50	5.30	5.40	5.55	5.70	6.45	6.10			7.00	7.15	7.35	7.65	8.70	9.50	8.95		
Orrville Rubber	Morgan (5000 miles) P.	c11.00	c13.85		c15.35		d17.65				c23.50		d25.20	d25.75													
Co.,	(6000 miles) N.S.	c12.90	c13.85		c19.95		d20.65				d27.55		d29.50	d30.15													
Orrville, Ohio.	G.T.	2.75	2.85		3.25		3.40				4.45	4.60	4.75	4.85	4.95	5.05		6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.60		
January 1	Sealon R.T.	3.55	3.70		4.25		4.40				5.85	6.00	6.15	6.25	6.45	6.60		7.70	7.85	8.05	8.20	8.35	9.60	9.75	9.90		10.80
Para-Ball Rubber Co.,	P.	12.40	12.55	15.30	16.30	17.15	18.90	24.70		27.05	24.95	25.45	26.65	27.30	32.90	29.65			36.75	38.40	39.00	40.60	43.85	51.15	46.45		
Columbiana, O.	N.S.	13.05	13.20	16.30	17.10	18.05	19.85	25.85		29.70	26.20	26.75	28.00	28.65	34.55	30.45			38.60	40.30	40.95	42.60	46.00	53.70	48.80		
April 5 (4000 miles)	G.T.	2.95	3.00	3.40	3.75	3.80	3.85	4.55		4.95	4.75	4.85	5.00	5.15	5.75	5.50			6.25	6.45	6.65	6.85	7.80	8.60	8.10		
	R.T.	3.30	3.35	3.80	4.20	4.25	4.30	5.05		5.50	5.30	5.40	5.55	5.70	6.45	6.10			7.00	7.15	7.35	7.65	8.70	9.50	8.95		
Pearce-Arrow Tire	Morton P.	11.00	11.85		15.35	16.20	17.65	20.00			24.00	24.95	25.20	25.75	26.95	27.35	33.10	34.10	34.20	35.75	36.20	39.85	43.95	44.55	45.30		
& Rubber Mfg.	(3500 miles) N.S.	12.00	12.85		16.95	18.00	19.65	22.40			27.10	27.90	28.50	29.50	30.20	31.10	36.00	38.00	39.00	40.15	41.40	42.00	47.20	48.50	50.00		
Co., Phila., Pa.	Germantown P.		17.50		21.95	22.25	24.00	39.00			33.15	34.75	35.95	36.10	40.00	43.50	38.15	45.25	46.75	48.75	50.50	52.00	56.50		58.15		
	(5000 miles) Cord N.S.		18.25		23.75	25.00	27.30	41.50			36.35	37.10	38.95	39.70	42.35	49.00	45.00	50.20	51.90	54.25	55.00	57.30	63.80		64.75		
	Puncture and Blow-Out Proof P.		20.20		25.50	28.00	29.20	31.60			36.00	37.20	38.40	39.50	41.15	42.60	45.20	46.20	47.50	49.40	52.65	55.00	61.00	62.50	64.00		
	(5000 miles) N.S		22.30		28.40	31.50	32.50	35.50			39.20	40.80	42.40	43.50	45.00	47.00	50.50	52.50	53.50	56.20	58.40	60.30	69.10	71.00	73.00		
	R.T.	3.25	3.45		3.95	4.10	4.25	4.50			5.35	5.45	5.75	5.95	6.20	6.40	6.50	6.75	7.45	7.55	7.80	8.05	9.00	9.20	9.30		
Peerless Tire & Rubber Co.,	N.S.		15.25		19.40	20.90	22.70				30.25	30.90	32.45	33.15					44.00	46.00	46.70				61.10		
Green Bay, Wis.	G.T.		3.05		3.45	3.65	3.80				4.90	5.05	5.25	5.35					6.50	6.75	6.90				8.40		
April 16	R.T.		3.40		3.95	4.15	4.20				5.35	5.50	5.70	5.95					7.25	7.40	7.55				9.10		
Pennsylvania	(3500 m.) Bar Circle	11.70	12.30		15.95	16.90	18.75	20.75			24.50	24.95	26.10	26.75	27.95	28.45		34.90	36.05	37.65	38.30	39.80	43.00	45.00	43.55	56.40	58.70
Rubber Co.,	(6000 miles) Ebony	14.05	14.55	19.25	18.55	19.80	21.90	25.00	31.65	34.75	29.20	29.70	31.40	32.00	33.65	34.20	49.35	43.00	43.30	45.05	45.55	47.30	55.55	56.55	58.45	70.90	73.85
Jeanette, Pa.	(6000 m.) Vacuum C.	15.60	16.10	21.35	20.60	22.00	24.30	27.75	35.20	38.65	32.40	33.00	34.90	35.55	37.40	38.00	54.85	47.75	48.10	50.05	50.60	52.55	61.70	62.85	64.95	78.75	82.00
April 12	Paruco G.T.	2.80	2.90	3.15	3.40	3.55	3.70	4.05	4.40	4.90	4.95	5.05	5.25	5.45	5.55	5.75	6.50	6.65	6.70	6.80	6.95	7.25	8.15	8.25	8.40	8.80	9.00
	Pure Gum R.T.	3.50	3.70	3.90	4.30	4.50	4.50	4.80	5.15	5.70	5.90	6.00	6.20	6.45	6.55	6.80	7.65	7.80	7.90	8.05	8.20	8.55	9.55	9.75	9.95	10.40	10.65
Perfection Tire &	(5000 miles) P.	17.70	18.00		21.70	23.05	25.70	27.80			30.00	31.00	32.00	33.10	34.20	35.30	38.20	39.40	40.65	41.80	43.10	44.25	50.10	51.30	52.80	70.20	73.60
Rubber Co.,	(6000 miles) N.S.	20.85	21.05		26.60	27.55	30.60	33.00			36.90	38.10	39.20	40.45	41.75	43.10		46.00	47.60	50.00	52.40	54.60	62.10	64.30	65.70	81.70	83.40
Chicago, Ill. March 1	Tubes	3.20	3.30	3.50	4.20	4.35	4.50	4.80	5.10	5.25	5.35	5.45	5.65	5.80	5.90	6.05	6.85	7.10	7.30	7.45	7.70	7.95	8.75	8.95	9.25	10.55	10.75
Perfection Tube Co., April	G.T.		3.55		4.00		4.15	4.55			4.75	4.85	4.95	5.15	5.25	5.30		5.90	6.00	6.10	6.25	6.35	6.80	6.90	7.00		
Painsville, O. "Monarch"	R.&B. Tubes		4.40		5.00		5.10	5.25			6.10	6.20	6.40	6.50	6.70	6.80		7.50	7.70	7.80	8.25	8.40	9.00	9.50	10.00		
Pharis Tire & Rubber Co.,	P.	11.90	12.60	15.90	16.25	16.95	18.70	20.80			25.10	25.50	26.60	27.10	28.20	28.65	41.25		36.35	37.75	38.25	39.60	42.95	43.50	45.20		
Newark, O.	N.S.		13.50		17.40	18.15	20.00	22.35			26.80	27.30	28.55	29.00	30.20	30.70	43.40	38.35	38.90	40.45	40.90	42.40	46.00	46.65	48.30	75.50	67.00
"Pyramid"	G.T.	2.85	3.05	3.15	3.40	3.45	3.60	3.75			4.75	4.85	4.95	5.05	5.25	5.35	6.15	6.25	6.35	6.50	6.60	6.75	7.75	7.85	8.10	8.60	8.80
April 3	R.T.	3.20	3.30	3.40	3.80	3.85	3.90	4.25			5.25	5.35	5.55	5.65	5.80	5.90	6.90	7.00	7.05	7.15	7.35	7.50	8.55	8.80	8.90	9.55	9.70
Portage Rubber Co.,	P.	†12.75	†13.75	†15.25	†17.80	†18.80	20.40	23.20	†24.55	†25.85	†27.30	27.80	9.20	29.85	31.25	31.80	†39.20	†40.50	39.70	41.58	42.20	43.90	47.45	†48.20	50.30	†72.45	
Barberton, O.	Daisy N.S.	†14.75	†15.85	†17.55	†20.40	†21.55	23.55	26.70		†29.80	†31.30	31.95	33.60	34.30	35.95	36.65		46.50	45.70	47.75	48.50	50.55	54.60	†55.45	57.75	†79.75	†81.40
April 2	Tubes	3.20	3.45	3.75	4.20	4.30	4.45	4.75	4.95	5.50	5.65	5.90	6.10	6.25	6.45	6.60	7.35	7.50	7.65	7.80	8.10	8.25	9.05	9.30	9.40	10.25	10.40
Porter Rubber Co.,	Giant	c13.70	c14.95		c19.50	c20.60	22.10	*24.00			c28.75	*29.40	*30.25	*31.20	*32.05	*33.00		*41.15	*42.00	*43.35	*44.35	*45.48	*51.00	q52.00	*53.90		
Salem, O.	N.S.	c14.60	c15.95		c20.85	c22.00	23.90	*25.40			c31.75	*32.20	*33.25	*34.00	*35.85	*36.25		*44.55	*45.25	*46.50	*47.75	*49.00	*54.50	q56.00	*57.25		
Jnauary 25 (5000 miles)	G.T.	2.85	3.00		3.60	3.70	3.75	3.95			4.75	4.95	5.05	5.25	5.45	5.60		6.35	6.50	6.60	6.75	6.95	7.85	8.00	8.15		
	R.T.	3.15	3.40		3.95	4.10	4.20	4.40			5.30	5.45	5.65	5.85	5.95	6.15		7.15	7.25	7.35	7.50	7.75	8.75	8.90	9.00		
Quaker City Rubber Co.,	P.	†14.30	†15.15	†16.00	19.45	†20.35	22.45	24.95			†30.20	30.70	32.00	32.55	*33.95	34.50	c41.25		44.15	*45.80	46.40	*48.15	*52.25	52.80	*54.90	q71.35	q74.30
Philadelphia, Pa.	"T.T.T" N.S.	†15.85	†16.85	†18.05	21.60	†22.45	24.95	27.85			†33.55	34.15	35.55	36.20	*37.75	38.35	c43.40		46.50	*48.30	48.85	*50.60	*54.95	55.60	*57.75	q75.15	q78.25
April 2 (5000 miles)	G.T.	3.20	3.35	3.50	3.75	3.95	4.00	4.20	4.35	5.00	5.10	5.40	5.50	5.60	5.80	5.90	6.80	7.00	7.05	7.15	7.25	7.45	8.55	8.65	8.90	9.45	9.85
	R.T.	3.50	3.70	3.90	4.15	4.35	4.40	4.60	4.85	5.50	5.55	5.95	6.05	6.15	6.40	6.50	7.55	7.70	7.75	7.85	8.00	8.20	9.40	9.50	9.80	10.40	10.90
Racine Auto Tire Co.,	P.	c14.00	c14.50	c15.50	18.50	c19.00	20.50	21.50		c26.50	c24.50	26.50	27.00	27.50	29.00	29.50		d33.50	34.50	36.00	37.00	38.00	42.00	43.00	44.00	q63.00	q64.00
Racine, Wis.	N.S.	c15.00	c15.50	c17.50	19.50	c20.00	22.00	25.00		c28.50	c29.00	29.50	30.00	30.50	32.50	33.50		d39.00	40.00	41.00	42.00	43.00	49.00	49.00	49.50	q67.00	q68.00
"Horse Shoe"	Cord				c32.00		d33.00	d36.00			c40.00	d41.00	d42.00	43.00				d49.00	51.00	52.00	54.00		64.00		66.00		q83.00
April 2 (5000 miles)	G.T.	2.75	2.85	3.10	3.25	3.35	3.40	3.60		4.25	4.45	4.60	4.75	4.85	4.95	5.05		6.00	6.05	6.15	6.25	6.45	7.35	7.50	7.65	7.95	8.00
	R.T.		3.40		4.25	4.35	4.45				5.45	5.50	5.60	5.75		6.25			7.50	7.75	7.80	7.90	8.80	8.95	9.25	9.50	9.75
Racine Rubber Co.,	(3500 miles) P.	12.90	13.80	16.10	17.00	17.95	19.05	22.15	25.85	27.25	26.10	26.60	28.40	29.15	29.90	30.40	39.25	36.75	37.95	38.50	39.10	41.95	44.30	47.95	51.60	62.70	64.75
Racine,	Country Road (5000 m.) N.S.	15.05	16.15	18.95	19.60	20.55	22.60	25.00	30.00	31.95	30.00	31.60	33.45	33.95	34.30	34.60	46.20	44.00	44.65	46.70	47.40	49.25	54.70	55.50	62.40	74.00	76.00
Wis.	Trusty N.S.	19.85	21.20	23.50	27.60	29.10	31.75	35.95	45.90	37.50	38.45	39.20	41.15	42.00	43.40	44.80		53.10	54.90	57.35	58.20	60.60	67.45	68.50	71.45	94.50	96.65
April 2	Ribbed Cord											45.90	47.15	48.40			51.75	53.05	54.50	55.75	57.20		67.80	69.35	70.90	84.10	86.00
	N.S. Cord											48.95	50.25	51.60			55.15	56.55	58.05	59.45	60.90		72.20	74.00	75.65	89.65	91.70
	G.T.	2.85	3.00	3.25	3.50	3.60	3.75	3.90	4.15	4.60	4.70	4.90	5.00	5.20	5.40	5.50	6.20	6.35	6.45	6.55	6.75	6.90	7.85	7.95	8.10	8.45	8.65
	R.T.	3.40	3.70	3.95	4.05	4.30	4.40	4.60	4.85	5.40	5.50	5.65	5.95	6.10	6.25	6.50	7.20	7.45	7.50	7.70	7.80	8.05	9.15	9.30	9.40	9.90	10.00
Republic Rubber Co.,	P.	c12.80	c13.80	c17.60	17.55	c18.85	20.45	23.30	†29.60	†31.30	†27.35	27.90	29.30	29.90	31.30	31.80	42.90	*38.40	39.75	41.60	42.20	43.95	48.70	49.40	51.65	†81.80	71.10
Youngstown, O.	WM N.S.	c13.55	c14.45		18.75		21.50	24.45			c28.75	29.30	30.80	*31.40			q47.55		q41.45	*43.70	*44.30		*48.85		*51.60		
April 2	Staggard N.S.	c14.95	c16.10	c20.45	20.45	c22.15	23.95	27.20	†34.85	†36.60	†32.00	32.65	34.20	34.95	36.65	37.15	50.25	45.00	46.50	48.60	49.34	51.45	60.90	61.76	64.54	†89.70	88.95
	G.T.	2.90	2.95	3.20	3.45	3.60	3.75	4.15	4.40	4.90	5.05	5.20	5.35	5.55	5.70	5.85	6.55	6.75	6.80	6.95	7.05	7.35	8.25	8.40	8.50	8.95	9.10
	R.T.	3.35	3.55	3.85	4.15	4.35	4.40	4.65	4.90	5.45	5.60	5.70	5.95	6.20	6.40	6.50	7.30	7.30	7.60	7.70	7.90	8.15	9.15	9.30	9.50	9.90	10.20

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Reynolds, W. C.,	P.	......	17.50	......	21.90	......	24.90	27.50	......	......	31.60	33.90	35.10	36.10	37.70	38.80	44.55	45.65	47.60	48.85	49.30	49.90	57.50	58.90	59.75	70.30	72.80
129 W. 37th St., N.Y.	N.S.	......	24.40	......	29.80	......	31.60	34.65	......	......	40.10	41.45	42.70	44.60	45.70	46.80	54.80	55.90	57.75	58.45	59.70	60.90	67.70	68.50	69.75	90.50	93.25
"Para"	T.	......	3.75	......	5.25	......	5.50	6.00	......	......	7.25	7.50	7.50	8.00	8.00	8.50	9.50	10.00	10.00	10.00	10.50	10.75	10.00	11.50	12.50	13.75	14.75
Rubber Ins. Metals Co.,	P.	......	c18.50	......	§24.25	c26.75	27.50	*30.00	......	......	†32.60	33.10	35.00	36.40	36.75	37.60	†46.70	d41.00	45.00	46.25	47.60	49.00	55.00	†56.60	58.00	†75.60	†77.25
Plainfield, N.J. (6000 miles)	N.S.	......	c21.00	......	§26.65	c29.00	30.00	*34.35	......	......	†36.00	36.50	38.25	39.00	40.35	40.85	†50.50	d49.75	51.50	53.00	56.00	58.00	63.00	†64.00	68.50	†85.60	†90.75
"Century Plainfield" May 1	R.T.	3.45	3.55	3.80	4.55	4.70	4.90	5.25	5.55	5.65	5.75	5.85	6.10	6.30	6.35	6.55	7.35	......	7.90	8.05	8.35	8.60	9.45	9.65	10.00	11.45	11.65
Rubber Products Co.,	Stronghold P.	......	17.20	......	22.05	23.50	25.45	28.55	......	......	32.60	33.30	34.65	35.35	37.10	37.70	......	41.15	42.35	43.70	44.90	46.15	52.30	53.85	55.30	......	......
Barberton, O.	N.S.	......	18.85	......	24.15	25.45	27.75	31.25	......	......	35.70	36.25	37.95	38.70	40.60	41.15	......	47.10	48.75	50.35	54.20	56.60	60.70	61.45	63.90	......	......
April 1 (5000 miles)	G.T.	......	3.60	......	4.40	4.45	4.55	4.85	......	......	5.90	6.05	6.30	6.50	6.70	6.90	......	7.90	8.05	8.20	8.35	8.60	9.65	9.80	10.05	......	......
	R.T.	......	3.95	......	4.80	4.85	5.00	5.20	......	......	6.55	6.75	6.95	7.10	7.30	7.55	......	8.40	8.55	8.70	9.10	9.25	10.40	10.55	10.75	......	......
Savage Tire Co.,	P.	c12.00	c12.65	16.45	c16.05	c16.85	18.40	20.45	*25.75	†26.65	c23.80	24.70	25.60	26.05	27.25	28.50	......	*34.90	*36.35	*37.60	*38.20	*39.40	*42.75	*43.25	*45.00	q67.40	q59.90
San Diego, Cal.	N.S.	c14.20	c15.20	19.80	c19.30	c20.25	22.00	24.75	*29.80	31.25	c27.85	28.30	29.30	29.85	31.30	32.80	......	*39.20	*41.40	*43.15	*43.95	*46.30	*46.45	*49.45	*51.15	q77.10	q68.20
April 16	Grafinite T	3.15	3.25	3.50	3.95	4.10	4.25	4.50	4.90	5.20	5.15	5.35	5.40	5.45	5.55	5.65	......	6.55	6.80	6.90	7.15	7.30	8.05	8.30	8.40	9.90	10.05
Schavoir Rubber Co.,	G.T.	3.05	3.10	3.40	3.75	3.80	3.85	4.55	4.80	4.95	4.75	4.85	5.00	5.15	5.80	5.50	6.50	6.15	6.25	6.45	6.65	6.90	7.80	8.00	8.10	10.00	9.45
Stamford, Conn.	R.T.	3.10	3.35	3.80	4.20	4.25	4.30	5.00	5.35	5.50	5.30	5.40	5.55	5.70	6.00	6.10	7.20	6.80	7.00	7.15	7.35	7.65	8.60	8.70	8.95	11.10	10.50
April 2	Jumbo R.T.	......	......	......	......	......	......	......	......	......	6.70	6.90	7.05	7.15	7.35	7.50	......	8.40	8.80	9.05	9.20	9.40	10.90	11.10	11.25	......	13.15
Semple Rubber Co., Trenton, N. J. April 30	Semco R.T.	3.60	3.75	3.90	4.50	4.60	4.75	5.05	......	......	6.05	6.20	6.40	6.60	6.75	6.95	7.95	8.20	8.35	8.50	8.70	8.90	9.85	10.05	10.35	11.00	11.35
Smith Canvas Tread Tire Co.,		†19.50	†22.49	......	27.60	†31.05	31.63	34.16	......	†39.40	†40.10	40.91	41.73	42.55	44.18	45.82	52.90	53.29	54.00	57.28	58.10	58.93	65.37	67.09	70.37	†88.38	†91.66
Utica, N.Y. April (6000 miles)	Tubes	4.24	4.45	......	5.12	5.54	6.10	6.49	......	6.74	7.58	7.73	7.96	8.19	8.34	8.68	8.84	9.25	9.92	10.20	10.66	10.89	11.97	12.11	12.50	14.31	14.58
Southern Tire & Rubber Co.,	P.	c12.80	c13.20	......	§17.00	c18.10	20.10	*22.55	......	......	......	d27.25	*28.40	*29.00	*30.00	*30.45	......	......	......	*41.10	*41.80	*43.10	......	d50.00	*51.70	......	......
Augusta, Ga.	"S-Tread" N.S.	......	14.70	......	§19.50	......	22.60	......	......	......	c28.70	d30.10	*31.45	*32.20	......	*33.65	q42.60	......	d44.45	*46.10	*46.65	*48.25	d54.85	......	*57.65	......	......
June 1 (4000 miles)	R.T.	3.45	3.70	......	4.25	4.35	4.40	4.60	......	......	5.85	6.00	6.20	6.30	6.45	6.65	7.55	......	7.75	7.90	8.00	8.20	9.15	9.30	9.45	......	......
Standard Four Tire Co.,	P.	12.25	12.75	......	16.25	......	19.20	......	......	......	25.30	25.75	27.25	27.70	......	......	......	......	37.95	39.30	39.95	41.55	......	......	48.75	......	......
Keokuk, Iowa	N.S.	......	14.25	......	18.15	19.40	21.45	......	......	......	28.65	29.15	30.80	31.35	......	33.55	......	......	42.50	44.20	44.70	46.40	......	......	57.35	......	......
April 10 (4500 miles)	G.T.	2.85	2.90	......	3.45	3.60	3.75	3.95	......	......	4.60	4.85	5.05	5.20	5.35	5.45	......	6.40	6.50	6.70	6.95	7.10	7.70	7.90	8.15	......	9.45
	R.T.	3.30	3.40	......	4.15	4.25	4.40	4.65	......	......	5.50	5.65	5.90	6.15	6.30	6.45	......	7.15	7.30	7.45	7.70	7.85	8.65	8.85	9.00	......	10.80
Standard Tire & Rubber Mfg.Co.,	P.	18.00	18.60	......	23.00	24.40	25.60	29.00	......	31.00	31.40	32.40	34.00	35.00	36.00	37.00	......	*42.80	*43.60	44.40	45.60	46.80	53.00	54.60	56.00	72.00	80.00
Cleveland, O.	N.S.	19.00	20.80	......	27.20	29.00	31.60	33.00	......	35.60	36.40	37.20	38.00	39.00	40.20	41.40	45.00	46.40	47.20	48.40	51.00	52.80	58.40	61.60	63.40	82.60	88.00
April 6	"Cleveland Standard" G.T.	3.20	3.35	3.55	3.90	4.05	4.15	4.40	4.50	5.15	5.30	5.50	5.65	5.80	6.10	6.20	6.90	7.05	7.15	7.35	7.55	7.75	8.50	8.70	8.90	9.40	9.70
(5000 miles)	R.T.	3.60	3.80	4.00	4.40	4.55	4.65	4.95	5.15	5.70	5.85	6.10	6.30	6.50	6.70	6.90	7.65	7.80	8.00	8.20	8.40	8.65	9.55	9.70	9.90	10.50	10.70
	Velvetread N.S.	......	c14.30	......	c17.90	......	d18.40	......	......	......	c23.80	d24.40	d25.60	26.80	......	......	......	d34.40	......	d36.20	d37.40	d39.20	d43.20	......	46.00	......	......
	"Willow" Tubes G.T.	3.00	3.10	......	3.50	3.60	3.70	3.90	......	......	4.35	4.45	4.65	4.75	4.85	4.95	......	5.80	5.85	5.95	6.05	6.15	7.00	7.10	7.20	......	8.20
	R.T.	3.30	3.40	......	3.95	4.05	4.15	4.30	......	......	4.90	5.00	5.25	5.35	5.45	5.55	......	6.50	6.55	6.65	6.80	7.00	7.80	8.00	8.10	......	9.15
Star Rubber Co.,	Ribbed	......	c19.20	......	c23.00	c24.90	*26.80	......	......	......	§33.00	d34.10	d35.20	*36.30	......	......	q42.55	d43.90	*44.15	*46.85	*49.75	......	*57.80	q60.35	*62.20	......	......
Akron, O.	All Star N.S.	......	......	......	c26.20	......	*30.00	......	......	......	§36.10	d37.30	d38.40	*39.75	......	......	45.70	d47.15	47.30	*50.00	*53.00	q54.75	*61.30	q63.85	*65.70	q80.50	q94.00
April 9	Pure Gum Tubes	......	3.65	......	4.70	4.90	5.10	5.40	......	......	5.95	6.10	6.30	6.45	6.65	6.80	7.60	7.80	8.00	8.20	8.45	8.65	9.80	9.65	10.00	11.60	11.65
Sterling Tire Corp.,	High Bar N.S.	c15.18	c18.09	......	§23.18	24.63	*25.91	......	......	......	30.23	*37.95	*39.22	*40.48	......	q43.01	......	*51.87	*53.13	*54.40	*55.66	*56.93	*63.25	*64.52	*67.05	q70.84	q73.37
Rutherford, N.J. April (5000 miles)	Sterling R.T.	3.71	3.97	4.28	5.40	5.50	5.66	6.05	6.31	6.29	6.47	6.59	6.83	7.02	7.14	7.38	8.11	8.40	8.65	8.89	9.13	9.44	10.46	10.70	10.89	12.46	12.83
Stern's Tire & Tube Co., St. Louis, Mo. May 1	Tubes "Sternwear"	......	8.70	......	10.00	......	11.00	......		......	14.00	14.50	15.00	15.50	......	16.00	......	......	19.00	19.50	21.50	......	23.00	......	25.00	......	......
Swinehart Tire & Rubber Co.,	P.	c12.70	c13.70	c17.45	†17.45	c18.70	20.35	23.10	†25.90	......	c27.15	27.70	29.10	29.75	*31.15	31.60	†37.10	†38.20	39.50	*41.30	41.95	q43.75	*48.45	†49.20	51.35	q71.85	q67.45
Akron, O.	Ribbed	c14.25	c15.25	c19.40	†19.40	c20.90	22.70	25.75	†28.80	......	c30.25	30.90	32.45	33.15	*34.65	35.20	†41.30	†42.65	44.00	*46.00	46.70	q48.75	*57.70	†58.50	61.10	q84.00	q80.00
April 2 (5000 miles)	N.S.	c14.90	c16.00	c20.35	†20.35	c21.95	23.85	27.05	†30.30	......	c31.75	32.45	34.05	34.80	*36.40	36.95	†43.35	†44.80	46.20	*48.30	49.05	q51.20	*60.60	†61.45	64.15	q88.40	q84.25
	Tubes	2.90	3.00	3.20	3.40	3.55	3.60	3.80	3.95	......	4.70	4.85	5.00	5.10	5.20	5.30	6.20	6.30	6.35	6.45	6.60	6.80	7.75	7.90	8.05	8.40	8.60
Ten Broeck Tire Co.,	P.	c11.27	c11.90	c15.12	15.06	c15.81	17.42	*19.43	q24.72	c26.85	c23.28	23.63	24.72	25.18	*26.16	26.45	c38.81	......	*34.55	35.88	36.28	*37.66	q42.32	†42.83	43.35	†68.36	q58.19
Louisville, Ky.	N.S.	c12.65	c13.51	c17.36	17.71	c18.57	20.24	*22.88	q29.38	c26.56	c27.71	28.23	29.67	30.30	*31.74	32.25	c38.06	......	*39.21	41.09	41.57	*42.24	q46.51	†47.26	49.22	†79.92	q67.79
	G.T.	2.75	2.86	3.02	3.24	3.35	3.41	3.57	3.74	4.34	4.45	4.62	4.73	4.84	4.95	5.06	5.88	......	6.05	6.16	6.27	6.43	7.37	7.48	7.64	8.19	8.30
Thermoid Rubber Co.,	P.	†12.85	†13.20	†14.60	17.10	†18.25	19.95	23.05	†22.90	†24.75	†26.25	26.25	28.20	28.80	31.65	31.00	33.45	38.90	38.45	40.40	40.95	42.75	†45.35	†49.65	48.75	†60.70	†63.70
Trenton, N.J.	"Nassau" N.S.	†14.40	†14.85	†16.50	18.65	†20.70	22.40	26.05	†23.60	†27.90	†29.50	30.20	31.65	32.40	35.60	34.65	37.65	43.70	43.35	45.40	46.10	48.15	†51.30	†55.25	54.80	†69.45	†72.95
	G.T.	3.05	3.00	3.30	3.65	3.70	3.75	4.40	4.65	4.80	4.60	4.70	4.90	5.05	5.60	5.35	6.30	5.95	6.05	6.25	6.50	6.70	7.55	8.35	7.95	8.95	9.15
	"Thermoid" N.S.	c21.05	c21.20	......	c26.65	c28.45	*30.60	*33.25	......	......	c36.95	*38.25	*39.30	*40.75	*41.30	*43.95	......	......	*48.75	*50.80	*53.90	*55.45	q61.80	q63.90	*66.25	d81.85	d87.80
March 1 (6000 miles)	R.T.	3.25	3.35	......	4.30	4.45	4.60	4.95	......	......	5.40	5.50	5.70	5.90	6.00	6.15	......	......	7.30	7.45	7.75	8.00	8.75	8.95	9.25	10.60	10.80
Tyer Rubber Co.,	P.	c13.00	†14.5	q16.00	†18.20	c19.25	*20.95	*23.75	......	q26.40	c27.85	*28.50	*29.90	*30.60	*31.95	*32.45	......	......	*40.65	*42.45	*43.05	*44.85	*47.30	*48.05	*50.25	q67.10	q69.20
Andover, Mass.	Hold-Tite N.S.	c14.20	†15.75	q17.15	†20.10	c21.15	*22.85	*25.60	......	q28.90	c30.30	*30.95	*32.40	*33.00	*34.45	*34.95	......	......	*43.75	*45.55	*46.15	*47.95	*50.45	*51.15	*53.35	q72.65	q74.75
April 9	Tourist G.T.	2.75	2.85	3.00	3.35	3.45	3.55	3.75	......	4.35	4.50	4.65	4.80	4.95	5.15	5.30	......	......	6.15	6.25	6.45	6.60	7.45	7.55	7.65	8.20	8.40
(4000 miles)	Tourist R.T.	3.10	3.20	3.30	3.75	3.85	3.95	4.15	......	4.85	5.00	5.15	5.35	5.50	5.65	5.85	......	......	6.85	6.95	7.15	7.40	8.25	8.40	8.50	9.15	9.30
"Tyrian"	Extra-Heavy G.T.	3.15	3.30	3.50	3.75	3.80	3.90	4.15	......	5.00	5.15	5.35	5.45	5.60	5.75	5.90	......	......	6.90	7.10	7.25	7.40	8.40	8.55	8.75	9.40	9.55
	Extra Heavy R.T.	3.50	3.65	3.80	4.15	4.25	4.35	4.65	......	5.60	5.75	5.90	6.05	6.20	6.35	6.50	......	......	7.65	7.90	8.05	8.20	9.40	9.55	9.75	10.46	10.60
U. & G. Rubber Mfg. Co.,	P.	12.55	12.20	16.30	15.85	16.70	18.55	21.65	......	......	24.30	24.75	25.95	26.50	30.25	28.25	......	34.60	35.70	37.35	37.95	39.50	42.65	48.25	45.15	......	......
Trenton, N.J.	N.S.	13.15	12.80	17.10	16.60	17.55	19.45	22.70	......	......	25.45	26.00	27.15	27.85	31.80	29.65	......	36.30	37.55	39.20	39.90	41.45	44.75	50.65	47.40	......	......
April 2	G.T.	3.10	3.05	3.40	3.75	3.80	3.85	4.55	......	......	4.75	4.85	5.00	5.15	5.80	5.50	......	6.15	6.25	6.45	6.65	6.90	7.80	8.60	8.10	......	......
(3500 miles)	R.T.	3.40	3.35	3.80	4.20	4.25	4.30	5.05	......	......	5.30	5.40	5.55	5.70	6.45	6.10	......	6.80	7.00	7.15	7.35	7.65	8.70	9.50	8.95	......	......
United States Tire Co.,	P.	13.55	12.55	15.30	16.30	17.15	18.90	24.70	27.50	30.70	24.95	25.45	26.65	27.30	32.90	29.00	39.80	35.60	36.75	38.40	39.00	40.60	43.80	51.15	46.45	69.90	83.15
1790 Broadway,	USCO N.S.	14.20	13.20	16.10	17.10	18.00	19.85	25.85	......	......	26.20	26.70	28.00	28.65	34.55	30.45	41.80	37.35	38.60	40.30	40.95	42.60	46.00	53.70	48.80	73.35	......
N.Y. City	Chain N.S.	16.10	14.90	18.15	19.40	20.40	22.30	29.00	32.35	37.35	30.45	31.00	32.65	33.30	40.15	35.40	47.90	42.85	44.30	46.30	47.00	48.95	52.60	61.50	55.70	83.15	99.75
"G. & J.," "Revere,"	Nobby N.S.	18.80	20.10	25.75	26.10	27.50	30.00	39.15	43.45	44.70	36.35	37.10	38.95	39.70	45.30	42.35	62.00	50.20	51.90	54.25	55.00	57.30	63.80	64.75	67.55	89.35	91.35
"Hartford"	Royal Cord N.S.	......	......	......	......	......	35.85	......	......	......	......	45.60	46.75	48.05	......	50.75	51.20	52.70	54.20	55.45	56.75	58.15	67.25	68.75	70.35	......	75.90
April 2	G.T.	2.85	3.00	3.15	3.75	3.85	4.00	4.30	4.50	4.70	4.85	5.00	5.15	5.25	5.45	5.65	6.15	6.40	6.45	6.60	6.85	7.10	8.00	8.15	8.30	9.25	9.40
	R.T.	3.65	3.75	4.00	4.65	4.80	4.90	5.35	5.45	5.85	6.00	6.05	6.15	6.25	6.55	6.65	7.90	8.00	8.10	8.25	8.40	8.50	9.65	9.90	10.10	11.10	11.25

Name	Trade Name and Tread	3x28	3x30	3x32	3½x30	3½x31	3½x32	3½x34	3½x36	4x30	4x31	4x32	4x33	4x34	4x35	4x36	4½x32	4½x33	4½x34	4½x35	4½x36	4½x37	5x35	5x36	5x37	5½x37	5½x38
Universal Rubber Co.,	P.	10.75	11.10	......	14.40	15.20	16.85	......	......	......	22.10	22.50	23.60	24.10	......	25.70	......	31.45	32.45	33.95	34.50	35.90	38.75	39.25	41.05	......	......
Broad and Wood Sts.,	N.S.	11.30	11.65	......	15.10	15.95	17.70	......	......	......	23.15	23.65	24.70	25.30	......	26.95	......	33.00	34.15	35.65	36.25	37.70	40.70	41.50	43.10	......	......
Phila., Pa.	Gripwell G.T.	2.40	2.75	......	3.40	3.45	3.50	......	......	......	4.30	4.40	4.55	4.70	......	5.00	......	5.60	5.70	5.85	7.05	6.25	7.10	7.20	7.35	......	......
April 1 (4000 miles)	R.T.	3.00	3.05	......	3.80	3.85	3.90	......	......	......	4.80	4.90	5.05	5.20	......	5.55	......	6.20	6.35	7.50	6.70	6.95	7.90	8.00	8.15	......	......
Vaulry Tire Co., April 20	N.S.	......	20.10	......	27.80	......	30.60	......	......	......	......	42.90	43.10	46.10	......	48.30	60.30	60.40	61.00	63.60	64.80	66.20	70.40	72.50	75.80	91.20	98.70
Trenton, N.J. (5000 m.)	Ex. Hy. R.T.	......	4.65	......	5.60	......	5.70	......	......	......	......	7.55	7.80	8.25	......	8.50	9.75	9.80	10.20	10.30	10.90	11.30	12.15	12.35	12.70	13.00	13.40
Victor Rubber Co.,	P.	15.55	16.40	......	20.25	21.30	23.50	......	......	......	31.40	31.95	33.35	33.90	35.35	35.75	......	41.80	42.25	44.00	44.40	46.10	52.40	53.10	55.10	70.45	71.25
Springfield, O.	Ribbed	16.35	17.20	......	21.30	22.35	24.70	......	......	......	32.95	33.55	35.00	35.65	37.15	37.50	......	44.00	44.45	46.30	46.75	48.50	55.15	55.85	57.95	74.15	75.00
April 2 (5000 miles)	N.S.	17.35	18.40	......	22.85	25.60	26.25	......	......	......	35.20	35.80	37.35	38.10	39.60	40.00	48.25	48.50	49.00	50.00	52.50	54.30	61.80	62.50	64.90	83.15	8.400
	Victor G.T.	3.10	3.30	......	3.85	4.15	4.25	......	......	......	5.20	5.30	5.45	5.60	5.85	6.00	6.80	6.95	7.10	7.25	7.45	7.60	8.50	8.65	8.85	9.35	9.65
	Victor R.T.	3.40	3.60	......	4.25	4.80	4.90	......	......	......	5.75	5.95	6.10	6.30	6.45	6.60	7.70	7.75	7.90	8.15	8.30	8.45	9.40	9.60	9.80	10.60	10.75
	Springfield Tube	4.25	4.50	......	5.55	5.70	5.80	......	......	......	6.75	6.90	7.10	7.25	......	7.55	......	8.85	9.05	9.30	9.50	9.70	10.55	10.80	11.00	12.80	13.45
	Springfield R.T.	4.60	4.85	......	6.00	6.10	6.20	......	......	......	7.30	7.40	7.60	7.75	......	8.15	......	9.60	9.80	10.05	10.25	10.45	11.40	11.60	11.90	13.90	14.55
Voorhees Rubber Mfg.	Model G.T.	3.00	3.15	3.25	3.55	3.65	3.75	3.95	4.10	4.80	4.90	5.05	5.20	5.35	5.45	5.55	6.45	6.55	6.65	6.75	6.90	7.05	8.20	8.25	8.40	8.95	9.15
Co.,	Ideal R.T.	3.45	3.65	3.85	4.05	4.20	4.30	4.65	4.90	5.35	5.50	5.65	5.85	6.05	6.25	6.45	7.65	7.75	7.90	8.15	8.30	8.50	9.85	10.00	10.15	10.95	11.10
Jersey City, N.J. April 17																											
Vulcan Rubber Co,	G.T.	2.90	3.05	......	3.55	3.70	3.80	4.00	......	......	4.80	4.95	5.10	5.35	5.50	5.65	......	......	6.50	6.65	6.80	......	......	......	......	......	......
Erie, Pa. Mar. 1	Indian R.T.	3.20	3.40	......	3.95	4.15	4.20	4.45	......	......	5.35	5.50	5.70	5.95	6.10	6.20	......	......	7.25	7.40	7.55	......	......	......	......	......	......
Vulcanized Products (4000 miles)	P.	17.30	17.60	......	23.00	......	25.10	......	......	......	29.30	30.40	31.50	32.60	......	34.65	......	......	40.15	41.35	42.50	43.65	49.35	50.75	52.10	......	......
Co., (6000 miles)	Suction Tread N.S.	19.65	19.90	......	25.95	......	29.95	......	......	......	36.15	37.40	38.50	39.90	......	42.00	......	......	46.65	48.10	52.20	53.70	59.30	60.55	64.80	......	......
Muskegon, Mich.	G.T.	3.05	3.15	......	3.65	......	3.75	......	......	......	4.90	5.15	5.25	5.35	......	5.60	......	......	6.70	6.85	7.05	7.25	8.15	8.45	8.55	......	......
April 2	R.T.	3.30	3.50	......	4.05	......	4.15	......	......	......	5.50	5.65	5.85	5.95	......	6.20	......	......	7.40	7.55	7.85	8.00	9.00	9.25	9.35	......	......
Wilson Tire & Rubber Co.,	P.	§11.40	§11.10	......	§14.40	......	§16.85	......	......	......	......	§22.50	......	§24.10	......	......	......	......	......	......	......	......	......	......	......	......	......
Springfield, Ill.	Wearwell N.S.	§11.95	§11.65	......	§15.10	§15.95	§17.70	......	......	......	§23.15	§23.65	24.70	§25.30	......	......	......	......	......	......	......	......	......	......	......	......	......
March 1	G.T.	2.80	2.75	......	3.40	3.45	3.50	......	......	......	4.30	4.40	4.55	4.70	4.85	5.00	......	......	5.70	5.85	6.05	6.25	7.10	7.25	7.35	8.00	......
	R.T.	3.10	3.05	......	3.80	3.85	3.90	......	......	......	4.80	4.90	5.05	5.20	5.35	5.55	......	......	6.35	6.50	6.70	6.95	7.90	8.00	8.15	8.80	......
	N.S.	......	......	......	......	c37.80	......	......	......	......	d49.25	......	d53.90	......	......	......	......	......	......	d65.45	......	d67.75	q78.75	......	*82.55	d90.00	......
(6000 miles)	Wilson G.T.	3.10	3.05	......	3.75	3.80	3.85	......	......	......	4.75	4.85	5.00	5.20	5.80	5.50	......	......	6.30	6.45	6.65	6.85	7.70	7.90	8.05	8.40	......
	R.T.	3.40	3.35	......	4.20	4.25	4.30	......	......	......	5.30	5.40	5.55	5.70	6.45	6.15	......	......	6.95	7.15	7.35	7.60	8.50	8.70	8.85	9.30	......
Woodworth Mfg. Corp.,	P.	18.55	19.70	......	26.50	27.35	28.50	30.45	......	......	37.70	39.15	40.50	41.75	43.00	44.30	......	......	56.65	58.45	60.05	61.90	67.90	70.00	72.00	......	......
Niagara Falls, N.Y.	N.S	20.85	22.00	......	29.30	30.60	31.90	33.15	......	......	42.50	44.00	45.55	47.10	48.55	50.10	......	......	63.75	65.80	67.60	69.60	76.40	78.70	80.95	......	......
April 2 (5000 miles)	T.	3.90	4.00	......	4.40	4.55	4.65	4.95	......	......	6.35	6.60	6.70	6 80	6.90	7.10	......	......	8.65	8.90	9.20	9.40	10.00	10.35	10.55	......	......
Zee-Zee Rubber Co.,	P.	16.95	17.52	18.78	20.62	21.43	22.84	23.66	......	27.96	28.58	29.41	30.23	31.05	31.87	32.63	40.48	41.37	42.25	43.14	43.76	45.28	47.44	48.07	50.60	62.57	65.85
Yardville, N. J.	N.S.	18.85	19.61	20.68	23.08	23.46	24.91	27.32	......	29.09	29.85	31.25	32.38	33.09	34.29	35.36	43.20	44.02	44.85	45.54	47.31	48.82	51.11	52.69	53.51	66.28	71.15
Apr. 17 (5000 miles)	Brazilian T	3.47	3.74	3.96	4.29	4.39	4.49	4.59	......	5.49	5.60	5.71	5.98	6.19	6.26	6.42	7.37	7.54	7.65	7.69	7.81	8.14	9.70	9.79	10.21	11.31	11.86

Carbureters and How to Adjust Them

(Continued from page 174)

First this air valve cap should be turned to the right until it stops, and then turned to the left one complete revolution. The throttle should then be opened from one-quarter to one-eighth of the way and the engine started after which the air valve cap should be turned to the left until the engine runs properly. Then if after the spark is advanced it is found that the engine back fires upon quick acceleration, indictaing that too much air is admitted at high speeds, the adjusting screw F, which varies the tension on the auxiliary air valve, should be turned to the right until the acceleration is satisfactory.

The Rayfield carbureter combines two metering pins used in conjunction with a pumping function for acceleration. While it may be classed as a metering pin type it also is really an expanding carbureter because the metering pins are so operated that one nozzle comes into action after the other. In Fig. 8 is shown a sectional view of the model G Rayfield. The flow of gasoline through the main spray nozzle is controlled by a metering pin, which is operated by the throttle, opening the nozzle as the throttle opens. The air passing by this nozzle comes from an opening of fixed size. The auxiliary nozzle also has a metering pin, which is depressed when the auxiliary (upper automatic) air valve opens, thus increasing the supply of gasoline. When the auxiliary air valve opens a lower air valve connected with it also opens. In order to obtain a very rich mixture for acceleration a dashpot pump is provided. This consists of a piston attached to the lower end of the auxiliary air valve stem and working in a dashpot filled with gasoline. Gasoline enters the dashpot above the piston and is admitted to the space below the piston by a disk valve in the piston.

When the air valve suddenly opens, forcing the piston downward the disk valve is automatically closed forcing or pumping the gasoline upward through the auxiliary nozzle and giving a richer mixture. This pumping action, of course, only happens when the throttle is opened suddenly, the gasoline at other times issuing through the auxiliary nozzle, according to the suction of the motor.

The model G Rayfield has no air adjustments but two gasoline adjustments. An unusual feature is that both of these should be turned to the right to give a richer mixture. The low speed adjustment should be made first and the high speed adjustment last. Before the motor is started the dash control should be set down or in the lean mixture position and the throttle closed after which the spray nozzle should be closed by turning the low speed adjustment shown in Fig. 9 to the left, until block U slightly leaves cam M. Then the adjustment should be turned to the right about three complete turns. The motor should then be started and run at a low speed. The low speed screw should then be turned to the left until the engine slows down and then to the right a notch at a time until the engine idles smoothly.

To make the high speed adjustment the spark should be advanced about one-quarter of the way. If the motor backfires, indicating too lean a mixture, the high speed adjusting screw should be turned to the right a notch at a time until backfiring stops. If choking should occur when the engine is operated under a heavy load the mixture is too rich and the high speed adjustment should be turned to the left to overcome this.

The Master corbureter is an excellent example of the expanding type. The fuel distributor is placed across the mixing chamber there being from 14 to 21 jets, according to the size of the carbureter, which are uncovered progressively as the throttle is opened. In Fig. 10 the carbureter is shown with the throttle removed and the tops of the jets are visible. The chief adjustmen is an air valve or damper, by which the volume of air entering over the top of the nozzles or jets can be regulated. This damper is controlled from the dash there being high-speed, normal, and rich for starting positions for the dash control.. There is also an idling adjustment in the form of a screw which regulates the position of the throttle when at idling positions. Once set this screw need never be touched.

Average Millage of Six Almost 32

Averaging 31.579 miles to the gallon of gasoline over 300 miles of driving a Saxon "Six" from the Loveland Co., Detroit dealers for Saxon motor cars, set up a new economy record recently, as its part in the third annual dealers' economy run which was held all over the country by Saxon representatives.

Aside from the gasoline economy record, the local entrant set up other high marks. It used only one quart of oil during the entire run. It consumed only eight quarts of water, and would have needed less had it not been for a piece of paper which blew against the radiator and fastened itself there, cutting off the circulation of the air.

Economy Car Is Placed on Market

Both four and eight-cylinder models of Economy car have been placed on the market by the Economy Motor Co., a new concern located at Tiffin, O. The four-cylinder model sells for $985 and the cylinders have a bore of 3¾ inches and a stroke of 4¼ inches. A disc clutch, three speed transmission and floating rear axle are features and the wheelbase is 115 inches. The eight-cylinder model sells for $1,395 and the cylinder dimensions are 3 by 3½. The wheelbase of this model also is 115 inches.

Tire Dealers Organize

The Minneapolis Tire Dealers' Association has been formed at Minneapolis, to better the business and to bring about co-operation. Fred Weir of the Guaranty Vulcanizing Co., is president. L. W. Tanfield and the American Vulcanizing Company is vice-president and H. Lundberg, of the J. N. Johnson Co. is secretary and treasurer. To introduce a credit rating system, to put the business on a cash basis as far as possible, to reduce the amount of service are among the betterment purposes. The tire men have looked at each other askance for a long time and there has been a bitter competition that permitted even such small charge accounts as 50 cents.

Heavy Oil Engines for Motor Cars

Heavy oil engines may yet be used for the propulsion of passenger cars and motor trucks, according to Henry G. Chatain of the General Electric Co., who expressed this opinion at a recent meeting of the Metropolitan Section of the Society of Automotive Engineers.

Chatain stated that although present types of these engines are not suitable for road and air propulsion, there is no really inherent reason why an engine of this kind could not be built and operated successfully. Chatain's paper was entitled "Treatment of Hydrocarbon Fuels," and was essentially an analysis of the manner in which heavy fuels are converted into energy in the cylinders of an internal combustion engine.

Army Places Orders for Trucks

The chief of staff of the army has approved contracts for a total of 10,550 truck chassis worth $33,179,026. These contracts were submitted to him by the transportation branch quartermasters' corps of the army. The orders issued follow:

Packard Motor Car Co., 300 Class B chassis in accordance with schedule L and Government specifications as modified by exceptions in Packard exhibit D; delivery to be 100 in August and 200 in September, price $2,803.81 each.

Packard company, 1500 Class B chassis in accordance with schedule N and Government specifications as modified by Packard exhibit E; delivery to be 500 per month beginning with October, price $3,197.37 each.

Locomobile company, 400 Class B chassis with electric light equipment, according to Government specifications as modified by manufacturers' specifications; delivery to be 125 in October and a similar number each month until contract is completed, price $4,224.57 each.

Four-Wheel-Drive Auto Co., 3759 Class B chassis as per proposal No. 1 with the addition of rear bumpers and ordnance towing hooks at $48 each, total, with bumpers and hooks, $3,248; delivery to be 175 in August and an equal number each month until contract is completed.

Pierce-Arrow Motor Car Corp., 700 Class A in accordance with proposal No. 2, delivery in accordance with proposal No. 2, delivery in accordance with proposal $3,500 each. Order to be increased to total of 800 on same terms if agreeable to the Pierce-Arrow corporation.

Nash Motors Co., 3000 Jeffery Quad Class A chassis according to specifications as modified by bidder's proposal; delivery according to proposal, complete by July 1, 1918, price $2,805 each.

Garford Motor Truck Co., 900 Class A chassis in accordance with exceptions by bidder; delivery as per proposal, completed by end of December, 1917; price $2,730 each.

Motorcycles, 3500 Indians, and 1500 Harley-Davidsons $247.50 each, outside price.

All deliveries of truck chassis are f. o. b. factory, shipping instructions to follow later.

Delivery is to be completed by July 1 next, while the bulk of the huge order is promised to be ready before December 1, or in less than four months. This ability to make prompt shipments was one of the deciding factors in the award, it is understood, and gratification has been expressed in Washington at the ability of the industry to make such a response to what are emergency demands.

Ford Daily Expenses $800,000

The Ford Motor Co., of Detroit, requires between $800,000 and $900,000 daily for running expenses. Assets are so ravenously consumed by the operation of the factory that if production was halted for 30 days the Ford company would be forced to close its doors, according to Frank L. Klingensmith, vice-president and treasurer of the company.

Floodlighted Auto Flags

In several Middle West cities the dealers in automobile electrical supplies are doing a large business in searchlights, says *Electrical Merchandising*. The auto drivers fasten a U. S. flag to the cap of the radiator and train the searchlight upon it. The effect is quite spectacular, being a miniature floodlighted flag.

K.

MOTOR RECORD

INCLUDING "AUTOMOBILE BUYERS' REFERENCE"

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How Partial Payment Plan Helps Dealers.	
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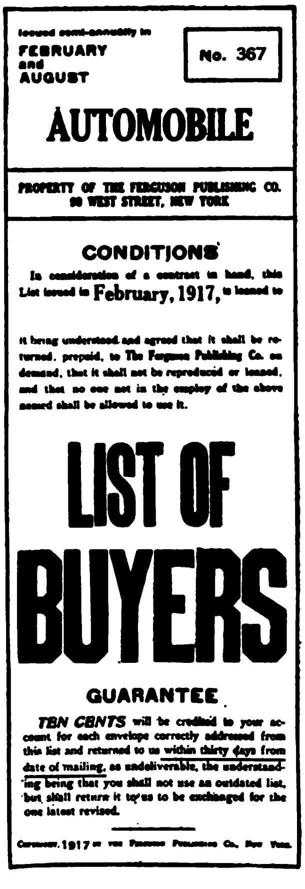

Issued semi-annually in
FEBRUARY
and
AUGUST

No. 367

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CONTENTS

Jobbers in Automobile Sundries, Parts or Supplies. (Includes only legitimate jobbers).

Manufacturers of Motor Cars (including pleasure cars, trucks, tractors and motorcycles.

Manufacturers of Gasoline Motors (automobile, marine and stationary).

Body Builders.

Fig. 1—Dealers in Supplies. (Includes hardware and implement dealers, electrical supply dealers, saddlery, general stores, etc., handling automobile supplies.

Fig. 2—Dealers and Agents for Automobiles.

Fig. 3—Tire Dealers.

Fig. 4—Tire Repairers and Vulcanizers.

Fig. 5—Garages.

Fig. 5*—Garages, Taxicab and Sight-Seeing Companies.

Fig. 6—Repair Shops (who have no garage).

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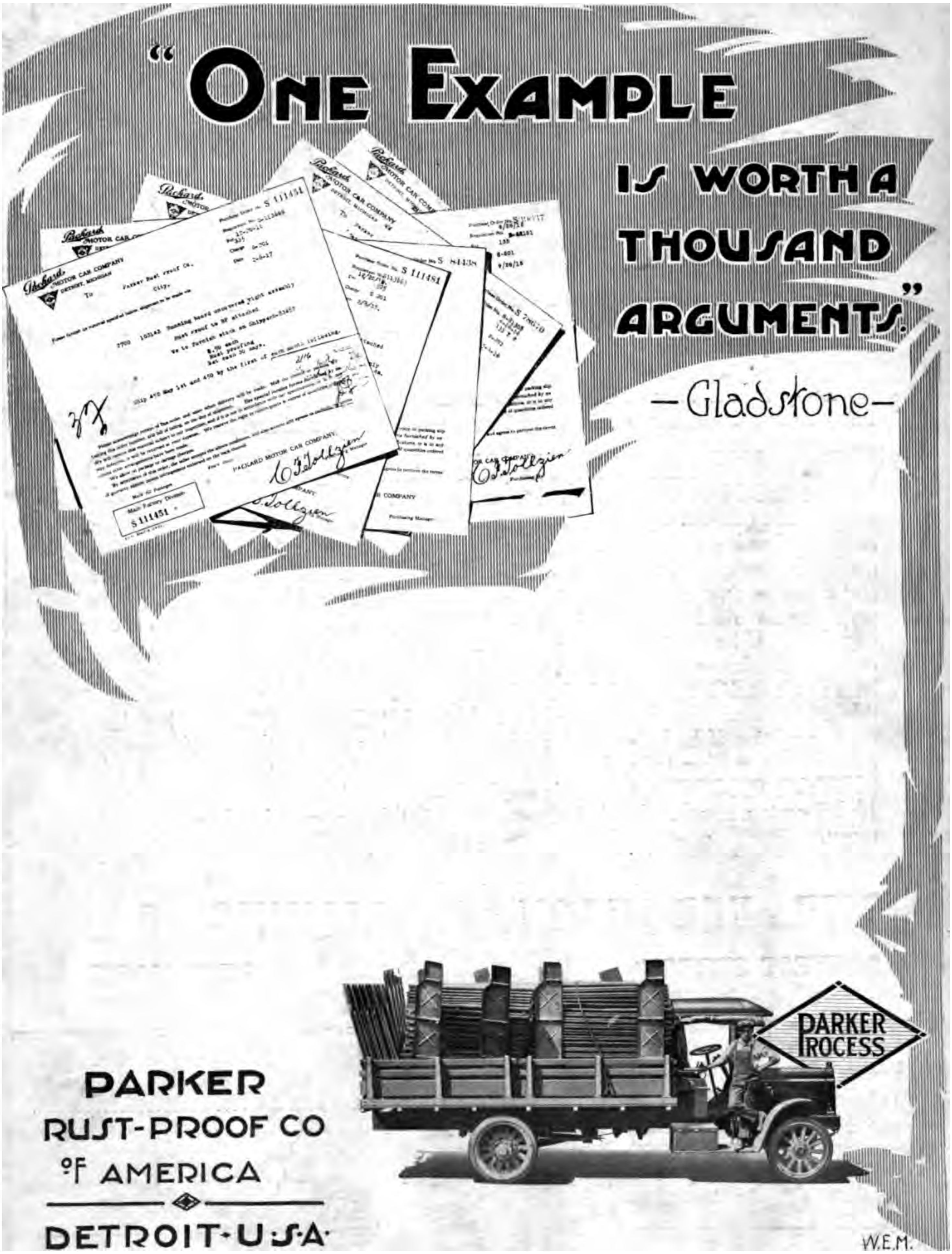
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is worth a
thousand
arguments."
—Gladstone—
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W.E.M.

This Index contains the names of all manufacturers of Automobile Parts and Supplies, together with their trade names. Names of concerns appear in their alphabetical place under the name of the articles they manufacture.

Advertisers are placed in Display Type in their alphabetical place.

All subjects are indexed under the noun, and cross-indexed from the adjective.

When writing to manufacturers please mention The Buyers' Reference.

ACCELERATORS.

Auto Parts Co., Providence, R. I.
Foot Air Accelerator Co., Cincinnati.
Gemco Mfg. Co., Milwaukee, Wis.
Hackney, L. S., St. Paul, Minn.
Kamp Mfg. Co., B. H., Mt. Carmel, Ill., "Economy."
Metal Specialties Co., Kansas City, Mo.
New Era Spring & Spec. Co., Detroit.
N. Y. Coil Co., N. Y., "Nyco."
Peoria Accessory Co., Peoria, Ill.
Roller-Bearing Foot Pedal Co., St. Paul, Minn. "Hackney."

ACETYLENE—See following heads:

Acetylene Burners—See Burners.
Acetylene Generators—See Generators.
Acetylene Regulators, Pressure—See Controllers.
Acetylene Tanks—See Tanks.

ADAPTERS, Fuel—For use on both Kerosene and Gasoline Carbureters.

Breeze Carburetor Co., Newark, N. J.

ADJUSTERS, Tire Chain.

Whittaker Chain Tread Co., Boston.

ADJUSTERS, Valve.

Townsan Auto Spec. Co., Mitchell, S. D.

AIR—See following heads:

Air Compressors—see Pumps.
Air Cushions—See Cushions, Seat.
Air Heaters—See Heaters.

ALARMS, To Prevent Theft of Automobiles.

Arnold & Arnold, Chicago.
Clark Alfred H., Bridgeport, Conn.
Johns-Manville Co., H. W., N. Y., "Spark-No."

ALARMS, Rear Light (Tells driver when rear light goes out).

AMERICAN ELEC. CO., Chicago.
Premier Elec. Co., Chicago, "Taylor's Tell Tale."

ALARMS, Tire Pressure.

Automatic Safety Tire Valve Co., Detroit.
Mack, W. Lewis, 20 W. Jackson blvd., Chicago, Ill., "Polo." (Sole Distributor.)
Pardue, John L., Wellston Station, St. Louis, Mo. (Tire Pressure Indicator).
Polo Pneumatic Alarm Mfg. Co., Clear Lake, S. D.
Polo Tire Alarm Co., Chicago, Ill.
Safety Tire Signal Co., Boulder, Col.
Terpening, E. A., Mokena, Ill.

ALIGNMENT JOINTS—See Joints.

ALUMINUM—See following heads:

Aluminum Matting—See Matting.
Aluminum, Sheet and Rod.
Aluminum Solder—See Solder.
Aluminum Tubing—See Tubing.
Aluminum Wire. See Wire Aluminum.

ALUMINUM, Sheet and Rod.

Alumaloyd Products Co., Canton, O.
Aluminum Castings Co., Detroit.
ALUMINUM CO., OF AM., Pittsburg.
United Smelting & Alum. Co., New Haven Conn.
Seligman, Arthur, New York (Importer.

AMMETERS and Voltmeters—For Pocke Mteters, see Gauges, Battery.

American Ever Ready Wks. of the National Carbon Co., Long Island City, N. Y.
Benford Mfg. Co., Mt. Vernon, N. Y., "Monarch."
Bunnel & Co., J. H., New York.
Clark Elec. Meter Co., Detroit. "Cemco" (Also Volt Amometers.)
Eldredge Elec. Mfg. Co., Springfield, Mass., "Express."
General Elec. Co. Schenectady, N. Y.
Harvard Electric Co., Chi^ago.
Hickok Electrical Inst. Co., Cleveland.

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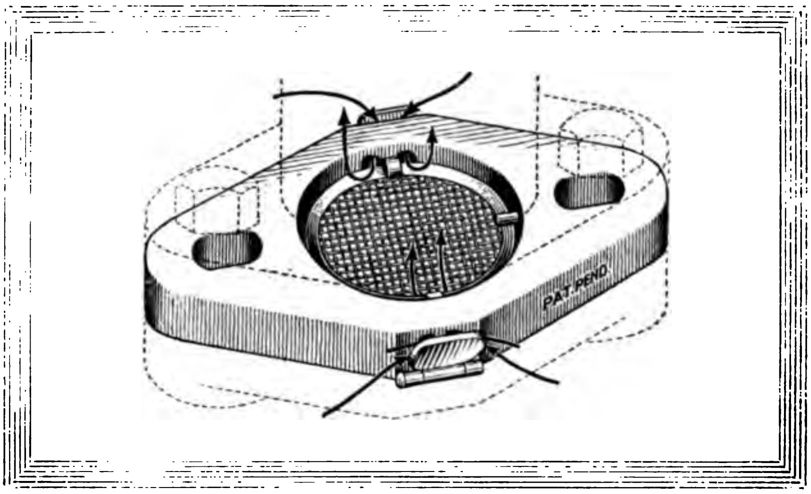

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MacEwen, J. D., Natick, Mass.
Mandel Limousine Co., Chicago, Ill.
Martin Carriage Wks., York, Pa.
McCabe-Powers Carriage Co., St. Louis.
McNear, Geo. W., Boston, Mass.
Mechel, Fred L., Chicago, Ill.
Michigan Auto Body Co., Milford, Mich.
Michigan Steel Boat Co., Detroit.
Middletown Automobile Body Co., Middletown, Conn.
Milburn Wagon Co., Toledo, O.
Miller Co., A. J., Bellefontaine, O.
Miller Bros., Amesbury, Mass.
Mishawaka Carriage & Trim. Co., Mishawaka, Ind.
Moore & Munger Co., New York.
Monday, A. J., Milwaukee, Wis.
Motor Truck Body Co., Detroit.
Mount & Bro., J. W., Red Bank N. J.
Mulholland Co., Dunkirk, N. Y.
Muskegon Auto Body Co., Muskegon. Mich.
Neustadt Auto & Supply Co., St. Louis. Mo.
New Haven Carriage Co., New Haven, Conn.
New Ideal Wagon Wks., New York.
Nichols Co., D. P., Boston, Mass.
Niederhut Carriage Co., Denver, Col.
Ohio Carriage Co., Bellefontaine, O.
Olsen & Son, C. J., Pittsboro, Ind.
Paco Mfg. Co., Galesburg, Ill.
Parsons Wagon Co., Marathon, N. Y.
Page, Sam K., New Haven, Conn.
Patterson Veh. Co., Paterson, N. J.
Pease & Sons, S. C., Merrimac, Mass.
Petzelt & Keyser, Philadelphia, Pa.
Parry Mfg. Co., Indianapolis.
Portland Body Works, Portland, Ind.
Prouty & Glass Carriage Co., Wayne. Mich.
Quinby & Co., J. M., Newark, N. J.
Racine Boat Mfg. Co., Muskegon. Mich.
Racine Mfg. Co., Racine, Wis.
Ranney-Alton Mfg. Co., Portland. Mich.
Rhodes, W. C., Phila., Pa.
Richards & McLoughlin Wagon Co., Trenton, N. J.
Riddle Coach & Hearse Co. (funeral car bodies).
Robbins & Co., Indianapolis, Ind.
Rock Falls Mfg. Co., Sterling, Ill. (funeral car bodies).
Rogers Sons & Co., Wm. D., Phila
Safety Buggy Co., Lancaster, Pa.
Sargent & Ham, Boston, Mass.
Schnabel & Sons, G. A., St. Louis.
Schubert Bros. Gear Co., Oneida. N. Y.
Schurmeier Wagon Co., Minneapolis.
Sidney Mfg. Co., Sidney, O.
Shields Carriage Co., Amesbury. Mass.
ugers Mfg. Co., Los Angeles.
Shuler Carriage Works, Greenville, O.
Sievers & Erdman, Detroit, Mich.
Smith-Eggers Co., Cincinnati.
South Bend Spring, Wagon & Carriage Co., South Bend, Ind.
Stehling, G. T., Milwaukee, Wis.
Stevens Implement Co., Sidney, Ogden, Utah.
Stevens Mfg. Co., Marietta, Wis.
Stewart Co., W. F., Flint, Mich.
Stratton Folding Carriage Body Co., Muncie, Ind.
Sunset Carriage Factory, Stockton, Cal.
Teel Mfg. Co., Medford, Mass.
Terre Haute Carriage & Buggy Co., Terre Haute, Ind.
Thomas & Co., Chauncey, Boston.
Thompson Co., E. J., Pittsburgh, Pa
Troy Mfg. Co., Troy, N. Y.
Tucker Wood Work Co., Sidney, O.
Union City Body Co., Union City, Ind.
United States Carriage Co., Columbus, O.
Universal Car Equipment Co., Detroit, "Beau Brummel."
Wadsworth Mfg. Co., Detroit.
Waldman, Geo., Philadelphia, Pa.
Walker Carriage Co., Merrimac. Mass.
Walker & Werner, Peoria, Ill.
Wallis Coach & Carriage Wks., Minneapolis, Minn.
Waverly Co., Indianapolis, Ind.
Waugh & Co., Cambridge, Mass.
Werner & Son, Geo., Buffalo, N. Y.
Western Auto Body & Mfg. Co., Los Angeles, Cal.
Wilcox, M. H., Providence, R. I.
Wildman, Alfred J., Morrisville, Pa.
Willoughby Co., Utica, N. Y.
Wilson Body Co., C. R., Detroit.
Wisconsin Wagon Co., Madison, Wis.
Wood & Co., A. M., Boston, Mass.
Wood & Son, Fred'k R., New York.
Wright Carriage Body Co., Moline, Ill.
Yenawine & Seibert, Seattle
York Carriage Co., York, Pa. (Undertakers' Body).

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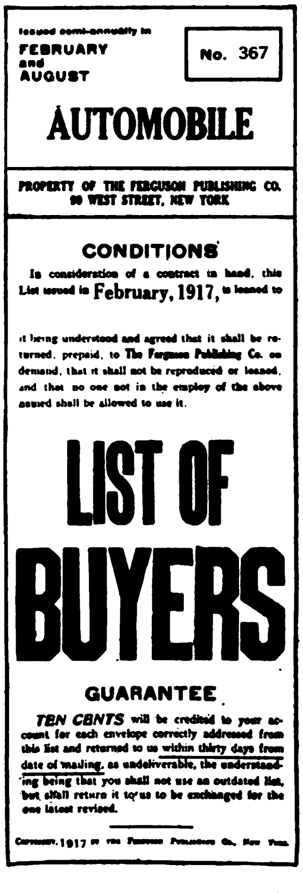

Issued semi-annually in
FEBRUARY
and
AUGUST

No. 367

AUTOMOBILE

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90 WEST STREET, NEW YORK

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CONTENTS

Jobbers in Automobile Sundries, Parts or Supplies. (Includes only legitimate jobbers).

Manufacturers of Motor Cars (including pleasure cars, trucks, tractors and motorcycles.

Manufacturers of Gasoline Motors (automobile, marine and stationary).

Body Builders.

Fig. 1—Dealers in Supplies. (Includes hardware and implement dealers, electrical supply dealers, saddlery, general stores, etc., handling automobile supplies.

Fig. 2—Dealers and Agents for Automobiles.

Fig. 3—Tire Dealers.

Fig. 4—Tire Repairers and Vulcanizers.

Fig. 5—Garages.

Fig. 5*—Garages, Taxicab and Sight-Seeing Companies.

Fig. 6—Repair Shops (who have no garage).

Motor Record is circulated to the names on list. Advertisers in Motor Record reach the largest buyers of Automobiles and Automobile Supplies in the United States.

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Falkenhainer & Co., St. Louis.
Federal Rubber Mfg. Co., Milwaukee.
Goodrich Co., B. F., Akron, O.
Goodyear Tire & Rubber Co., Akron.
Grossman Mfg. Co., Emil, Brooklyn, N. Y.
Jackson, Ena, Rubber Co., Los Angeles, Cal.
Keystone Rubber Mfg. Co., Erie, Pa.
Manhattan Rubber Mfg. Co., Passaic, N. J.
Mansfield Rubber Co., Mansfield, O
Mattson Rubber Co., Lodi, Bergen County, N. J.
Mechanical Rubber Co., Cleveland. O., "Cleveland."
N. J. Car Spring & Rubber Co., Jersey City, N. J.
New York Belting & Packing Co., New York.
PENNSYLVANIA RUBBER CO., Jeannette, Pa.
Seamless Rubber Co., New Haven, Ct.
Thermoid Rubber Co., Trenton, N. J.
Voorhees Rubber Co., Jersey City. N. J.
United & Globe Rubber Mfg. Cos., Trenton, N. J.
United States Tire Co., New York.
Xenia Rubber Mfg. Co., Old Town, O. Tenn., "Queen Eta."

BURNED GAS COMPRESSORS—See Compressors.

BURNERS—See following heads:

Burners, Acetylene.
Burners, Automatic Electric Gas Lighting.
Burners, Gasoline.
Burners, Kerosene.

BURNERS, Acetylene.

American Lava Co., Chattanooga, Tenn., "Also De Luxe," "No Name," "American," "Also 17," "Hexa," "Cyco," "Hela," "Elle De Luxe."
Garrell, J. B., Chicago, Ill., "Columbia," "Hahn."
Colonial Mfg. Co., Chattanooga.
Bleta Co., R. R., New York, "Presto."
Crane Co., W. M., New York. "Bray's Arms," "Bray's Luta," "Bray's Best," "Elta."
Drake Burner Co., San Jose, Cal.
Kirchberger & Co., M., New York, N. Y., "Perfection," "Matador," "Kora," "Victory."
Monosmith Bros., Spencer, O., "Brilliant."
Novelty Burner Co., Chattanooga. Tenn., "Queen Eta."
Steward Mfg. Co., D. M., Chattanooga, Tenn., "Wonder," "Star," "Aurora."
Standard Acetylene Burner Co., Tasso, Tenn.
Tennessee Burner Mfg. Co., Chattanooga, "X. L."

BURNERS, Gasoline.

Ferg, Peter, Somerville, Mass.
Kelly Handle Bar Co., Louisville, Ky.
Walker Co., R. C., Louisville. Ky. "Lightning."

BURNERS, Kerosene.

National Supply Co., Chicago.
Ofeldt & Sons, August, Valley Stream, N. Y.
Ofeldt & Sons F. W., Nyack, N. Y.
Simmons, H. C., No. Burlington, Vt.
Steam Carriage Boiler Co., Oswego, N. Y.
Steam Auto Appliance Co., Denver. Colo., "Myers."
Thomsen Mfg. Co., Judson L., Waltham, Mass., "National."
Walker Co., R. C., Louisville. Ky.
Consumers Rubber Co., Cleveland, O.

BUSHINGS, Brass and Bronze.

Aluminum Castings Co., Manitowoc, Wis., "Lynux."
American Bronze Co., Berwyn, Pa., "Non-Gran."
American Car & Ship Hdwe. Mfg. Co., New Castle, Pa.
American Manganese Bronze Co., Phila., Pa., "Spares."
American Metal Co., Pittsburg, Pa.
B. G. M. Mfg. Co., Chicago.
Bunting Brass & Bronze Co., Toledo, O.
Cox Brass Mfg. Co., Albany, N. Y., "Albani" (cored bars).
Cramp & Sons, Ship & Engine Bldg. Co. Wm., Philadelphia, Pa.
Edelmann & Co., E. Chicago.
Eureka Co., The, North East, Pa.
Germann Bronze Co., Erie, Pa.
Lee, Wm. O., Co., Port Huron, Mich.
Merchant & Evans Co., Philadelphia, "S. A. E."
Metaline Co., Long Island City, N. Y. (Gun metal bronze).
Nelson Mfg. Co., A., Chicago.
Paulsen, Inc. Thomas & Son. Brooklyn, N. Y., "Hecla."
PHOSPHOR BRONZE SMELTING CO., 2200 Washington st., Phila., Pa., "Delta."
Providence Brass & Aluminum Fdry., Providence, R. I.

BUSHINGS, Graphite.

Arguto Oilless Bearing Co., Phila., Pa. (Wood).
Graphite Metallizing Corp., Yonkers, N. Y., "Graphalloy."
Graphite Lubricating Co., Bound Brook, N. J. ("Nigrum" Wood).

CABINETS, Grease, Self-Measuring, for Pumping Grease into Transmission. See also Guns, Grease.

Bunyen Mfg. Co., Greenville, Mich.

CABLE, See following heads:

Cable, Ignition.
Cable, Towing.

CABLE, Ignition.

American Electrical Wks., Phillipsdale, R. I.
American Steel & Wire Co., Chicago, "Americore," "Amerite."
Atlantic Insulated Wire & Cable Co., New York.
Barcy-Nicholson Co., Detroit.
Belden Mfg. Co., Chicago.
Bishop Gutta Purcha Co., New York.
Boiler Insulated Wire Co., Chicago.
Boston Insulated Wire & Cable Co., Bay st., Boston.
Bourne Rubber Co., Providence, R. I., "Star."
Callender & Co., Ltd., New York.
Collyer Insulated Wire Co., Inc., Pawtucket, R. I., "I. X. L."
Goodrich Co., B. F.
Crescent Ins. Wire Cable Co., Trenton, N. J.
Elec. Cable Co., New York, "Invincible."
Empire Tire & Rubber Co., Trenton, N. J.
General Elec. Co., Schenectady, N. Y.
Grossman Mfg. Co., Emil, Brooklyn, N. Y., "Red Rib."
Habirshaw Wire & Cable Co., N. Y.
Haring, Ellsworth, N. Y., "Elhar."
Hazard Mfg. Co., Wilkes-Barre, Pa.
Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.
Kerite Insulated Wire & Cable Co., New York.
Marion Insulated Wire & Rubber Co., Marion, Ind., "Eagle."
Moore, Alfred F., Philadelphia, Pa.
Motor Parts Co., Phila., "M. P."
New York Insulated Wire Co., New York.
Okonite Co., New York.
Packard Electric Co., Warren, O.
Roebling's Sons Co., John A., Trenton, N. J.
Rome Wire Co., Rome, N. Y.
Safety Insulated Wire & Cable Co., New York.
Simplex Wire & Cable Co., Boston.
Standard Underground Cable Co., Pittsburgh.

CABEL, Towing

American Steel & Wire Co., Chicago.
Au-To Compressor Co., Wilmington, O., "Oro."
Auto Parts Co., Providence, R. I.
Brady, G. S., Chicago, "Hookless."
Clear-O-Scope Co., Chicago.
Broderick & Bascomb Rope Co., St. Louis, "Baseline Autowline."
Chicago Wire Rope Preserver Co., Chicago.
Hazard Mfg. Co., Wilkes-Barre, Pa.
Hogarty, Edward, Unionville, Conn.
Leschen & Sons Rope Co., A., St. Louis, "Hercules."
Macomber-Whyte-Moon Co., New York.
Macomber & Whyte Rope Co., Chicago.
Motorope Co., New York.
Papyrus Artif. Paper Mfg. Co., Kenilworth, N. J.
PHOSPHOR BRONZE SMELTING CO., 2200 Washington st., Phila., Pa., "Elephant."
Reeves & Son, Paul S., Phila., Pa.
Riverside Metal Co., Riverside, N. J.
Roeblings Sons Co., John A., Trenton, N. J.
Trenton Iron Co., Trenton, N. J.
Upson-Walton Co., Cleveland.
Washburn Wire Co., Phillipsdale, R. I.
Waterbury Co., New York.
Williamsport Wire Rope Co., Williamsport, Pa.
Wright Wire Co., Palmer, Mass.
Zimmerman's Garage, Valpariso, Ia. (Shock Absorbing).

CAM SHAFTS.

Commercial Mch. Co., Dunkirk, N.Y.
Driggs Seabury Ord. Co., Sharon, Pa.
Gordon Mfg. Co., L. O., Muskegon, Mich.
Jackson Motor Shaft Co., Jackson, Mich.
Keystone Forging Co., Northumberland, Pa.
Muskegon Motor Spec. Co., Muskegon, Mich.
Orbenberger Forge Co., J., West Allis, Wis.
Steel Prod. Co., Detroit, Mich.

CALCIUM CARBIDE—See Carbide.

CAN HOLDERS—See Holders.

CANOPIES—See Tops and Boots.

CANS—See following heads:

Cans, Gasoline, for Garage use.
Cans, Oil.
Cans, Waste.

CANS, Gasoline, for Garage use.

Atlantic Stamping Co., Rochester, N. Y.
Behman Automatic Oil Can Co., Meadville, Pa.
Brown Stamping Co., Toledo, O.
Central Stamping Co., New York.
Delphos Mfg. Co., Delphos, O.
Diener Mfg. Co., Geo. W., Chicago.
Dover Stamping & Mfg. Co., Cambridge, Mass.
Durlach I., New York.
Eames, Inc., John C., New York, "McNutt" (Non Explosive).
Imperial Can Co., Milwaukee, Wis.
Iron Clad Mfg. Co., Brooklyn, N. Y.
Justrite Mfg. Co., Chicago.
National Enameling & Stamping Co. St. Louis.
National Marine Lamp Co., N. Y.
Non Explosive Can Co., Chicago, Ill., "Peerless."
Rochester Can Co., Rochester, N. Y.
Safety Fire Extinguisher Co., New York.
Sheppard, W. S., Newark, N. J., "Ideal."
Sexton Can Co., Boston, Mass.
Vogel & Bros., Wm., Brooklyn, N. Y.
Wallman Mfg. Co., Milwaukee, Wis.
Wilson & Co., F. C., Chicago.

CANS, Oil (Oilers).

Adams & Westlake Co., Chicago, Ill.
Allen Mfg. Co., W. D., Chicago, Ill., "Howland."
Aluminum Mfg. Co., Two Rivers, Mich.
American Tube & Stamping Co., Bridgeport, Conn.
Auto Tube & Stamping Co., Bridgeport, Conn.
Auto Parts Mfg. Co., Milwaukee, Wis., "Badger."
Bloomer, R. E., Keithsburg, Ill., "Cannon."
Brown Stamping Co., Toledo, O.
Consolidated Fruit Jar Co., New Brunswick, N. J., "Paragon."
Delphos Mfg. Co., Delphos, O.
Deveral Perfection Mfg. Co., Brooklyn, N. Y.
Dover Stamping & Mfg. Co., Cambridge, Mass.
Gem Mfg. Co., Pittsburg, Pa.
Hero Mfg. Co., Phila.
Ironsides Co., Columbus, O., "Tormay."
Knapp Mfg. Co., New York, N. Y.
Lindholm Metal Stamping Co., Camden, N. J.
Long Bros., Kokomo, Ind.
Lubricating Accessories Co., Paterson, N. J.
Manhattan Brass Co., New York.
Maple City Mfg. Co., Monmouth, Ill. "Howland."
Mark Mfg. Co., Evanston, Ill.
Mason Fruit Jar Co., Bridesbury, Pa
Mitchell & Son, G. F., Cleveland.
National Enameling & Stamping Co. St. Louis.
National Marine Lamp Co., N. Y.
Noera Mfg. Co., Waterbury, Conn. "Puritan," "New Era."
Penn Oiler Co., New York, N. Y.
Republic Metalware Co., Buffalo.
Vogel & Bros., Wm., Brooklyn, N Y., "Chaco," "Rival," "Paragon," "Acme."
Wall Mfg. Supply Co., P., Pittsburgh
Whitaker Mfg. Co., Chicago, Ill.
Will Mfg. Co., Chicago, "Onlican."
Walters Mfg. Co., Pittsburgh.

CANS, Waste.

Arrow Can Co., New York.
Atlantic Stamping Co., Rochester N. Y.
Auto Metal Co., Springfield, Mass.
Central Stamping Co., New York.
Clark Co., W. J., Salem, O.
Cleveland Wire Spring Co., Cleveland.
Delphos Mfg. Co., Delphos, O.
Diamond State Fibre Co., Elsmere, Del.
Diener Mfg. Co., Geo. W., Chicago (Non-explosive).
Dover Stamping & Mfg. Co., Cambridge, Mass.
Durlach, I., New York.
Gem Stamped Steel Co., Boston.
Justrite Mfg. Co., Chicago.
Koven & Bro., L. O., New York.
Littleford Bros., Cincinnati.
National Enameling & Stamping Co., St. Louis.
Rochester Can Co., Rochester, N. Y.
Sexton Can Co., Boston, Mass.
Van Camp Hdw. & Iron Co., Indianapolis.
Wall Mfg. Supply Co., P., Pittsburgh.
Wilson & Co., F. C., Chicago, "Nacefas."

CAPS—See following heads:

Caps, Filler for Gas Tank.
Caps, Hub.
Caps, Motorist—See also Clothing.
Caps, Radiator.
Caps, Tire Valve, to prevent dust from entering.

CAPS, Filler for Gas Tank.

Michigan Lubricator Co., Detroit.
National Gauge & Equipment Co., La Crosse, Wis.
Pouvailsmith Corp., Poughkeepsie. N. Y.

CAPS, Hub.

American Car & Ship Hdwe. Mfg. Co., New Castle, Pa.
Acklin Stamping Co., Toledo.
Allen Mfg. Co., W. D., Chicago (for Fords).
American Brass Novelty Co., Grand Haven, Mich.
Auto Parts Co., Providence, R. I. (Ford).
Avery Stamping Co., Cleveland. O.
Bridgeport Brass Co., Bridgeport, Ct.
Bossert Co., Utica, N. Y.
Boston Pressed Metal Co., Worcester.
Bowen Mfg. Co., Auburn, N. Y.
Buffalo Pressed Steel Co., Buffalo.
Central Metallic Products Co., Inc., N. Y. (for Fords).
City Iron Wks. & Mch. Co., Philadelphia, Pa.
Clayton & Lambert Mfg. Co., Detroit.
Crosby Co., Buffalo, N. Y.
Dayton Malleable Iron Co., Dayton, O.
Edelmann & Co., E., Chicago (for Fords).
Freeman Brass Wks., New York (for Fords).
Gasket Supply Co., Phila., Pa.
Gier & Dail Mfg. Co., Lansing. Mich.
Grossman Mfg. Co., Emil, Brooklyn, N. Y. (for Fords).
Globe Mach. & Stamping Co., Cleveland, O.
Greer, Frederic, Chicago, Ill.
Hartford Mach. Screw Co., Hartford. Conn.
Humboldt Mch. & Stmpg. Co., Long Island City, N. Y.
IMPERIAL BRASS MFG. CO., 584 So. Racine Ave., Chicago, Ill.
Ireland & Matthews Mfg. Co., Detroit, Mich.
Konigslow Mfg. Co., Otto, Cleveland.
Lindholm Metal Stmping Co., Camden, N. J.
Matthews Mfg. Co., H. A., Seymour, Conn.
Metal Stamping Co., Long Island City, N. Y.
Mitchell & Son, G. F., Cleveland.
Mossberg Co., F., Attleboro, Mass.
Motor Products Corp., Detroit.
Murdock Co. James, Jr., Cincinnati.
Ospeco Mfg. Co., Detroit (Ford).
Pfau Mfg. Co., Cincinnati, O.
Phillips Mfg. Co., R. B., Worcester, Mass.
Turner Brass Works, Sycamore, Ill.
Whitehouse-Le Compte Mfg. Co., Newark, N. J. (Ford).
Weiner-Barnet Co., Newark, N. J.
Worcester Pressed Steel Co., Worcester, Mass.
York Mfg. Co., Cleveland.

CAPS, Motorist—See also Clothing.

American Buffalo Robe Co., Buffalo.
Automobile Apparel Co., New York (Fur).
Bishop Co., J. H., Wyandotte, Mich.
Bradley Knitting Co., Delavan, Wis.
Boynton's Oiled Clothing Co., Gloucester, Mass.
Demmerle & Co., New York, N. Y
Dinner & Co., J. H., Boston, Mass
Favorite Knitting Mills, Cleveland.
Finkelstein, Fisher & Aletker, New York.
Forman & Co., Elie, Boston, Mass.
Freeman, David, Chicago.
Gilbert Mfg. Co., New Haven, Conn. Racing Caps).
Goettler Hat Co., St. Louis, Mo. (with Goggles combined).
Greenwood-Atchinson-Armstrong Co., New York, "Redelcaps."
Heid & Co., Frank P., Phila., Pa.
Hendrickson Hat Co., A. P., Indianapolis.
Kaplan, Frank & Dunn, New York.
Kling Bros. & Co., Chicago, Ill.
Lasky & Levy, New York, N. Y.
Levine Bros., New York, N. Y.
Merton, Chas., New York.
Marshall, P. V. & E. L., Detroit. "Shapkes."
Morawetz Co., Milwaukee, Wis.
Pontiac Knitting Co., Pontiac, Mich
Revillon Freres, New York, N. Y.
Spear & Co., Woodhaven, N. Y.
Spear-Martin Fur Co., Burlington, Vt., "Adirondack."
Springfield Hat & Cap Co., Springfield, Mass.
United Auto Garments Co., New York.
Visor Knitting Co., Niagara Falls.
Wanckel, Manfred, New York, N. Y.

CAPS, Radiator.

American Car & Ship Hdw. Mfg. Co., New Castle, Pa.
American Hard Rubber Co., N. Y.
Attwood Brass Wks., Grand Rapids, Mich.
Bridgeport Brass Co., Bridgeport, Ct.
Boucher Mfg. Co., H. B. (Ford), New York, N. Y.
Bush Mfg. Co., Hartford, Conn.
Central Metallic Products Co., Inc., N. Y. (for Fords).
Condensite Co. of America, Bloomfield, N. J.
Cutler Hammer Co., Milwaukee, Wis., "Thermoplax."
Edelmann & Co., E. Chicago.
Greer, Frederic, Chicago.
IMPERIAL BRASS MFG. CO., 584 So. Racine Ave., Chicago, Ill.
Ideal Brass Co., Indianapolis, Ind.
Mechanical Rubber Co., Cleveland, O.
Motor Products Corp., Detroit.
Oakes Co., The, Indianapolis, "Patriot."
Pouvailsmith Corp., Poughkeepsie, N. Y.
Stokes Rubber Co., Jos., Trenton.
Walker Mfg. Co., Racine, Wis., "Exyfill."
Western Brass Mfg. Wks., Chicago.
Whitehouse-Le Compte Mfg. Co., Newark, N. J.
Zero Radiator Mfg. Co., Hoboken, N. J.

CAPS, Tire Valve—To Prevent Dust from Entering.

Burke Valve Co., Cleveland, O.
Schraders Sons, Inc., A., Brooklyn, N. Y.

CARBIDE, Calcium.

American Carbolite Sales Co., Duluth, Minn., "Carbolite."
Acetylene Gas Illuminating Co., New York, "Candy."
American Carbolite Co., Duluth, Minn.
Union Carbide Sales Co., New York, and 150 Michigan Blvd., Chicago.

CAR BODY MOULDINGS—See Mountings.

CARBON REMOVERS—See following heads:

Carbon Removing Devices.
Compounds, Cylinder Cleaning.
Scrapers.

CARBON REMOVING DEVICES.

ishop-Babcock & Becker, Cleveland.
Bournonville Welding Co., New York.
Car Gas Company, Pittsburgh, "Car-Gas."
Cleveland Faucet Co., Cleveland, O.
Cox Brass Mfg. Co., Albany, N. Y. (Oxygen).
Dayton Carbon Cleaner Co., Dayton, Ohio.
Dyer Apparatus Co., Boston (Oxygen).
uchemin, J. B., New York, "H-2-O Eliminator."
Economy Welding Mach. Co., Kansas City, Mo., "Economy, Jr."
End Oxy Appliance Co., Trenton.
Ferrier Mfg. Co., G. F., Pittsburgh.
Gemco Mfg. Co., Milwaukee, Wis., "Gemco Flexo" (Scrapers).
Hart Bell Co., N. Y.
Hendricks Ad-A-Man-Tor Co., Grand Rapids, Mich.
Hilt Co., R., Boston (Oxygen).
Hydro-Carbon Preventive Co., N. Y.
IMPERIAL BRASS MFG. CO., 584 So. Racine Ave., Chicago, Ill.
Linde Air Products Co., New York.
Manufacturers Distributing Co., St. Louis, Mo., "Wegmann."
Michener B. S., New Castle, Pa.
Milwaukee Auto Spec. Co., Milwaukee, "Masco."
Oxweld Acetylene Co., Chicago, Ill.
Oxygen Decarbonizer Co., Detroit, Mich., "Oxylene Cartridges."
Oxygen Carbon Remover Co., Seattle.
Oxygen Generator Co., Inc., Troy, N. Y.
Oxo Co., Boston (Oxygen).
Prest-O-Lite Co., Inc., Indianapolis.
Progressive Mfg. Co., Reading, Pa.
Roberts Oxygen Co., Chicago, Ill.
Romert Valve Co., Seattle, Wash.
Redee Mfg. Corp., Minn., "Hydrovaporizer."
Simplex Oxy-Apparatus Co., Boston.
Stewart Auto Accessory Co., Chicago, Ill., "Russ."
Stop-A-Leak Mfg. Co., Dayton, O.
Summers Motor Devices Co., Kansas City, Mo.
Thomas Carbon Remover Co., Inc., Cortland, N. Y.
Tilco Co., St. Louis, Mo.
Tolman Mfg. Co., Boston, "Norfolk."
Vulcan Process Co., Minneapolis.
Vultite Chemical Co., Boston, Mass.

Circus tents provided to increase the working space of the big Elgin Factories at 61st Street and Archer Avenue, Chicago

All Records Broken!

1,074% Increase
in Sales and Production
in One Year.

1,249% Increase
in Factory Floor Space
in One Year.

2,000% Increase
in Assets
in One Year.

WHY **this unparalleled growth? Why this unprecedented demand for a car that is only two seasons old?**

World's Champion Light Six

The Elgin Six has stood The Acid Test by winning perfect scores and highest economy honors in every one of the many gruelling contests it has entered, including the MASTER DRIVERS' CONTEST, the hardest and most exacting endurance and dependability test ever devised by automobile experts. Our $1000 CHALLENGE to the automobile world has remained unanswered, proving that the Elgin is the World's Champion Light Six.

The attention of all classes is now centered upon the beautiful **Elgin Six.** Its success is the talk of Motordom. The Elgin Six has struck the keynote. It is the **right size,** of the **most attractive appearance** and it is **priced right** to fit the desire and the pocketbook of The Average American Car Buyer.

BECAUSE **the Elgin Six is the most attractive and most salable car in the world at its price.**

Greatest Value at the Price

Owners of high-priced cars are fast coming to realize that it is impossible to buy, at any price, a car of greater style or beauty, or a car of better performance. And as to economy—"Elgin" is the watchword for Automobile Economy.

Three Elgins in the Reliability Contest of the Chicago Motor Club averaged 25.6 miles per gallon for the entire two days' trip.
Elgin light weight also minimizes tire wear.

Endurance and Long Sustained Speed

In a trip from Chicago to Miami, Florida, over the steep, rocky mountain grades of Kentucky and Tennessee, through the heavy sands of Georgia, and the slimy, treacherous swamp roads of Florida,

From 724 Cars to 7,776 Cars in One Year

No other car has ever won such widespread approval as to demand an increase in sales and production from 724 cars the first year to 7,776 cars the second year. Think what a wonderful growth this is. More than ten times as many cars the second year as the first! No other car has ever approached such a record!!

From 8,064 Sq. Ft. to 108,800 Sq. Ft. Factory Space in One Year

The ever-increasing demand for the Elgin Six has required expansion in our factory space from 8,064 square feet to 108,800 square feet in one year. And even with this record-breaking increase we have been compelled to supplement our regular factory space by two large circus tents. Another big factory building is now in course of construction. When completed it will enable us to double our output. the Elgin Six established a new record by traveling 1,626 car-racking, stamina-testing miles in 67½ hours.

"Millionaire's Value at a Popular Price"

Whether loafing along at low speed, with its motor purring like a contented kitten, or thundering over the roads at mile-a-minute speed, the Elgin Six personifies automobile smoothness and power. Combined with its beauty and luxurious comfort, these features make the Elgin Six "The Millionaire's Value at a Popular Price."

The Big Reason

But to fully appreciate the big reason for the wonderful Elgin Success you must see the car! Ride in it! Try to find a fault or weakness. Then you will realize why Chicago's young industrial giant has grown by such leaps and bounds in the effort to keep up with the demand for the Elgin Six. Then you will also appreciate why people say: "How can they do it at the price?"

Ask for folder, "Elgin Winnings," which proves why the Elgin Six is the World's Champion Light Six and the most salable car in the world at its price

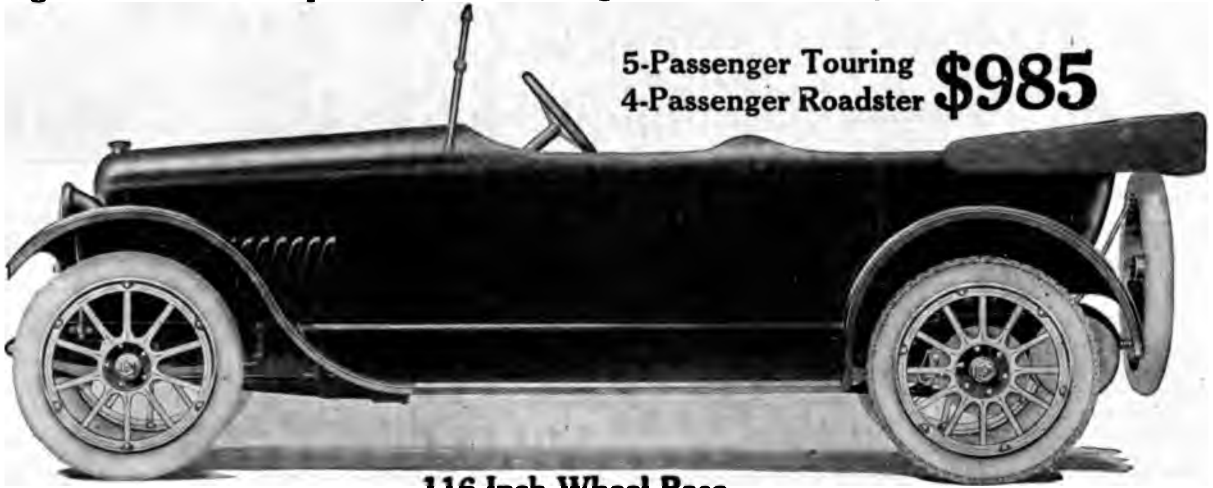
Elgin Six

"Car of the Hour"

Address: Dept. 20 Elgin Motor Car Corporation, 2427 Michigan Avenue, Chicago

DEALERS:

The addition of another big factory building, now in course of construction, is preparing us to double our output. This enables us to take on a few more desirable dealers. If your territory is not already covered, wire us to reserve your territory and send you full particulars about our liberal offer to dealers.



5-Passenger Touring
4-Passenger Roadster **$985**

116-Inch Wheel Base

United States Oxygen Corp., Boston, Mass., "Talman."
Utility Products Co., N. Y., "Hart Bell."

CARBURETER—See following heads.

Carbureters.
Carbureter Adjuster—See Tools.
Carbureter Floats—See Floats.

CARBURETERS.

Air-Friction Carburetor Co., Dayton, O.
American Carburetor Co., Indianapolis.
American Compensating Valve Co., Manitowoc, Wis.
American Die & Tool Co., Reading, Pa., "Welland."
Atkins Carburetor Co., Dwight, Ill.
Automatic Carburetor Co., Chicago (Compensating Vapor Plug).
Barnard Mfg. Co., Los Angeles.
Bowman-Edson Co., M. K., N. Y., "Heath."
Bowers Co., F., Inc., New Haven, Conn.
Breese Carburetor Co., Newark, N. J., "SL" (Kerosene and Gasolene).
Byrne, Kingston & Co., Kokomo, Ind., "Kingston."
C. R. G. Mfg. Co., Boston, "Greater."
Camden Anchor-Rockland Machine Co., Camden, Me., "Knox."
Carter Carburetor Co., St. Louis, Mo.
Central Brass Mfg. Co., Cleveland, "Reedy."
Chandler Sales Co., Chicago.
Chase Pro Mfg. Co., Detroit (Inverted Jet).
Col-Mac Co., Newark, N. J. "Reedy."
Corser Carburetor Co., Los Angeles.
Craft Carburetor Co., Morristown, Pa.
Crawford Carb. Co., Detroit, Mich.
Curtis, Pembroke Co., Rochester, N. Y.
Demster Machinery Co., W. R., Kansas City, Mo., "Brooke."
Detroit Lubricator Co., Detroit, "Precision," "Stewart."
Detroit Motor Casting Co., Detroit, "B. D."
Diamond Carburetor Co., Inc., Jersey City, N. J.
Duffy-Beamer Co., Chicago, "D. & B." (for Fords).
Duff Mfg. Co., R. A., Nebraska City, Nev.
Duplex Roller Bushing Co., Belfast, Me., "Leinau."
Duquesne Auto Accessory Co., New Kensington, Pa., "D. K. W."
Duplex Carburetor Co., Santa Ana, Cal. (Kerosene).
Ensign Carburetor Co., Los Angeles.
Evans Engine Co., Inc., New York (Kerosene).
FINDEISEN & KROPF MFG. CO., 2151 Rockwell st., Chicago, Ill., "Rayfield."
Flechter & Co., L., New York.
Folberth Auto Spec. Co., Cleveland O.
Frost Mfg. Co., Kenosha, Wis., "Brad-Kent."
Fulton Greuter Engineering Co., Cincinnati, O.
G. & A. Carburetor Co., New York.
Gardner Carbureter & Brass Wks., Detroit.
Generator Valve Co., Brooklyn, N. Y., "Acorn," "Mazzetesta," "Jame Compact."
Gilbert Mfg. Co., New Haven, Conn., "Bowers."
Gleason-Peters Air Pump Co., Brooklyn "Maco."
Gravity Carbureter Co., Cleveland, O.
Griffin Carbureter Co., Distributors Humphreys Sales Corp., New York.
Hagar Automatic Carbureter Co., Nashville, Tenn.
Harrington Co., O. C., Chicago, "D & B."
Hampton Co., New York (Kerosene).
Harris Engine Co., Wilmington, Del.
Hawxhurst Mfg. Co., Sierra Madre, Cal.
Hobbs, J. O., Chicago.
Holley Bros. Co., Detroit, Mich.
Holt-Welles Co., Inc., New York, "Browne."
Holtzer-Cabot Co., Boston, Mass., "Newcomb."
Homo Co. of Am., Philadelphia.
Hoosier Sub-Carburetor Co., Dunkirk, Ind.
Hoyt Carbureter & Auto Co., Boston.
Huguelet Bros., Chicago.
H. & N. Carbureter Co. New York.
Indianapolis Mfg. & Sales Co., Indianapolis.
Johnson Co., Detroit.
Juhasz Carburetter Co., New York.
Kemp, J. P., Baltimore Md.
Kerosene Burning Carbureter Co., Detroit.
Kerosene Carbureter Co., Cleveland, "Eynon" (Electric Heating Carbureter).
Kidder, Wellington P. (Jamaica Plain), Boston, "Economic."
Kokomo, Byrne, Kingston & Co., Kokomo, Ind.
Kolo Carbureter Co., Toledo, O.
K-D Carburetor Co., Cleveland.
Lamson Machine Co., Abington, Mass.
Lehigh Valley F'dries & Mfg. Co., Inc., Easton, Pa., "Gallagher."
Light Mfg. & Fdry. Co., Pottstown, Pa., "Parkin."
Lenguemere Carb. Co., New York.
Lucas-Wallace Mfg. Co., Paducah, Ky., "Wallace."
Lunkenheimer Co., Cincinnati, O., "Nonpareil."
Marvel Carburetor Co., Flint, Mich.
Master Carburetor Co., Detroit.
Mayer Carbureter Co., Buffalo, N. Y.
Maxi Co., Newark, N. J.
Michigan Lubricator Co., Detroit.
Miller Mfg. Co., H. A., Los Angeles.
Monarch Valve Co., Brooklyn, N. Y.
Monitor Mfg. Co., Boston, Mass., "Waterhouse."
Motsinger Device Mfg. Co., Lafayette, Ind.
Muir Co., Baltimore, Md.
National Equipment Co., Chicago, "Neco Tom Thumb."
New Speed Carburetor Co., San Francisco, Cal.
North Chicago Mch. Co., North Chicago, Ill., "Palmbia."
O. S. W. Co., Worcester, Mass., "Walker."
P. R. Mfg. Co., Detroit, Mich., "Zephyr."
Palmer-Moore Co., Syracuse, N. Y.
Par Kop Mfg. Co., Phila., Pa. "Parker" (Vaporizer).
Penberthy Injector Co., Detroit, "Ball and Ball."
Price, John R., Newark, N. J.
Reid Appliance Co., Detroit (Kerosene).
Reliable Auto Repair Co., New York, "Juhasz."
Rhamstine Kerosene Adapter Co., Washington, D. C.
Richard Carburetor Co., Cleveland (Gasoline & Kerosene).
Robbins, L. D., Lynn, Mass., "Kennedy."
Russell Eureka Carb. Co., Rudd, Ia.
Senrab Carbureter Co., Sea Cliff, L. I., N. Y. (Kerosene).
Scott & Sons Co., Medford, Mass., "Great Scott," "Ess, Ess."
Shain, Charles D., Brooklyn, N. Y., "Ball Spray."
Shakespeare Co., Kalamazoo, Mich.
Simms Magneto Co., E. Orange, N. J., "S. U."
Siro Carburetor Mfg. Co., Northampton, Mass.
Sta-rite Corporation, Utica, Mich.
Standard Gas Engineering Co., Bradford, Pa., "S. G. E."
Stewart Mch. Wks., Alfred C., Los Angeles.
STEWART-WARNER SPEEDOMETER CORP., Chicago, Ill.
Stevens Mfg. Co., Rome, N. Y., "Diessmann."
STROMBERG MOTOR DEVICES CO., 64-68 E. 25th st., Chicago.
Sunderman Corp., Newburgh, N. Y.
Swan Carbureter Co., San Francisco.
Thermostatic Carburetor Corp., Los Angeles, Cal.
Tillotson Carburetor Co., Toledo.
Trotter Kerosene Carbureter Co., Des Moines, Ia.
Turbo Motor Devices Co., Milwaukee.
United Motor Equipment Co., Chicago (Vaporier).
Universal Oil Converter Co., Long Island City, N. Y.
Utica Steam Gauge Co., Frankfort, N. Y., "L. A. W."
Vacuum Carbureter Co., Detroit.
Van Briggle Motor Device Co., Indianapolis, "V-B."
Vaporizer Sales Co., New York, "Wilsons."
Watres Mfg. Co., New York, N. Y., "Duryea."
Webber Mfg. Co., Boston, Mass.
Webber & Blomquist Co., Neponset, Mass.
Western Motor Appliance Co., Charles City, Ia. (Kerosene & Gasoline).
Western Carburetor Co., Alma, Mich. (Kerosene).
Western Motor Appliance Co., Charles City, Ia.
Whalen Engrg. Co., New York, "F. A. C. (for Fords).
Wheeler Schebler Carburetor Co., Inc., Indianapolis, Ind., "Schebler."
White Bros. Co., Mansfield, O.
Wilcke-Armstrong Co., Detroit, "Just-rite."
Wilcox-Bennett Carbureter Co., Minneapolis, Minn., "Bennett."
Wizard Mfg. Co., Sawyer, Mich.
YORK CARBURETER & ACCESSORIES MFG. CO., Detroit, Mich.
Zenith Carbureter Co., Detroit

CARRIERS, Baggage.

See Racks, Trunks & Luggage.

CARRIERS. Tire. See Holders, Tire.

CARRIERS, Incandescent Bulbs.

Dover Stamping & Mfg. Co., Cambridge, Mass.
J. & B. Mfg. Co., Pittsfield, Mass.

CARRIERS, Spare Rim & Wheel.

Draver Co., E. R., Richmond, Ind.
Kleinert, J. G., West Liberty, Ia.
Motor Forum, N. Y. City, "Gotham."

CASES—See following heads:

Cases, Battery—See Boxes, Battery, Special.
Cases, Bolt and Screw.
Cases, Engine, Gear and Chain.
Case for carrying incandescent bulbs—See Carriers Incandescent Bulbs.
Cases, Spark Plug (for Carrying Extra Plugs).
Cases, Tire, for carrying spare tires—See Trunks, Tire; also Covers, Tire.
Cases, Toilet.

CASES, Bolt & Screw.

Amer. Bolt & Screw Case Co., Dayton, O.

CASES, Engine, Gear and Chain.

American Castings Co., Mishawaka, Ind.
Avery Stamping Co., Cleveland.
Chicago Steel Foundry Co., Chicago (Cast steel, to order).
Columbia Mach. Wks. & Malleable Iron Co., Brooklyn, N. Y.
Cramp & Sons, Wm., Phila., Pa.
Cross Gear & Engine Co., Detroit.
Crosby Co., Buffalo, N. Y.
Davis & Schegg Co., New York.
Detroit Gear & Machine Co., Detroit.
Detroit Pressed Steel Co., Detroit.
Merchant & Evans Co., Philadelphia, Pa., "Evans."
National Malleable Castings Co., Cleveland (Malleable iron or cast steel to order).
Reedy, W. R., Lima, Ohio.
St. Louis Malleable Casting Co., St. Louis, Mo.
T. C. M. Mfg. Co., Harrison, N. J.
Tippett Mfg. Co., Columbus, O.
Wiley & Son Co., W. H., Hartford, Conn.
Worcester Pressed Steel Co., Worcester, Mass.

CASES, Spark Plug for Carrying Extra Plugs.

B. E. Mfg. Co., New York, "Bemco X L."

CASES, Toilet.

Bridgeport Coach Lace Co., Bridgeport, Ct.
Cowles & Co., C., New Haven, Ct.
Kraft & Sons, Theo., New York.
Law Engineering & Specialty Co., Inc., Rochester, N. Y.
O'Brien Mfg. Co., Joseph F., New York.
Parry & Co., A. N., Amesbury, Mass.
Perpente Mfg. Co., New Haven, Ct.
Pratzner, J. V., New Haven, Ct.
Rogers & Co., R. F., Phila., Pa.
Rumpp & Sons, C. F., Phila., Pa.
Schlegel Mfg. Co., Rochester, N. Y.
Taylor Co., H. D., Buffalo, N. Y.
Wiese & Co., Wm., New York.
Winship, W. W., Boston.

CASTERS—See Turntables.

CASTINGS—See following heads

Castings, Brass, Bronze and Aluminum.
Castings, Die.
Castings, Gray Iron.
Castings, Malleable Iron.
Castings, Steel.

CASTINGS, Brass, Bronze and Aluminum.

A. B. C. Castings Co., Cleveland
Aetna Brass Mfg. Co., Cleveland.
Aluminum Casting Co., Detroit.
Aluminum Castings Co., Cleveland, O., "Lynite," "Lynux."
ALUMINUM CO. OF AM. Pittsburg, Pa.
Am. Brass & Iron Co., Detroit.
American Bronze Co., Buffalo, N. Y
American Bronze Co., Berwyn, Pa. "Non-Gran."
American Car & Ship Hdw. Co New Castle, Pa.
American Casting Co., Mishawaka Ind.
American Fdy. & Mach. Co., Hanover, Pa.
American Manganese Bronze Co. New York.
American Pin Co., Waterbury, Conn
Amesbury Brass & Fdy. Co., Amesbury, Mass.
Athol Pump Co., Athol, Mass.
Atkinson Co., Rochester, N. Y., "Samson."
Birkenstein & Sons, S., Chicago, Ill.
Bridgeport Deoxidized Bronze & Metal Co., Bridgeport, Conn.
Buckeye Iron & Brass Wks., Dayton, O.
Buckley, J. W., Dalton, Mass.
Buermann Mfg. Co., Newark, N. J.
Capital Fdy. Co., Hartford, Conn.
Chapman & Co., J. B., Springfield, Mass.
Chicago Aluminum Casting Co., Chicago.
City Brass Foundry Co., Cleveland.
Clayton & Lambert Mfg. Co., Detroit, Mich.
Cox Brass Mfg. Co., Albany, N. Y.
Cramp & Sons Ship & Engine Building Co., Wm., Phila., "Parsons."
Detroit Motor Casting Co., Detroit.
Diamond Mfg. Co., Detroit, Mich.
Doehler Die Casting Co., Toledo, O.
Elm City Brass Co., New Haven, Conn.
Enterprise Foundry Co., Detroit.
Erie Specialty Co., Erie, Pa.
Essex Brass Foundry, Cambridge, Mass.
Eureka Tempered Copper Works, Northeast, Pa.
Federal Brass Wks., Detroit.
Fidelity Brass Mfg. Co., Chicago.
Gemco Mfg. Co., Milwaukee, Wis.
Gaylord Co., F. L., Ansonia, Conn.
German Bronze Co., Erie, Pa.
General Aluminum & Brass Co., Detroit.
Gilbert & Sons Brass Fdry. Co., A., St. Louis, Mo.
Graham & Co., Jas., New Haven, Ct.
Grimm Aluminum Castings Co., Manitowoc, Wis.
Hardy & Sons Co., Wm., Fitchburg, Mass.
Harper Co., Thomas, N. Y. C., "Hi-Service."
Harley Co., Springfield, Mass.
Hendry & Co., Andrew B., New Haven, Conn.
Ideal Brass Co., Indianapolis, Ind.
IMPERIAL BRASS MFG. CO., 534 So. Racine Ave., Chicago, Ill.
efferson Brass Foundry, Brooklyn.
ohnson & Co., I .G., New York.
Keyless Lock Co., Indianapolis, Ind.
Keystone Bronze Co., Pittsburgh, Pa.
Kokomo Brass Works, Kokomo, Ind.
angenskamp-Wheeler Brass Works, Indianapolis, Ind.
Lee Co., Wm. O., Port Huron, Mich.
Light Mfg. & Fdy. Co., Pottstown, Pa.
Lovell & Co., F. H., Arlington, N. J
Lumen Bearing Co., Buffalo, N. Y.
Manhattan Brass Co., New York.
Merchant & Evans Co., Phila., Pa., "S. A. E."
Monumental Bronze Co., Bridgeport, Conn.
More-Jones Brass & Metal Co., St. Louis.
National Bronze & Aluminum Fdry. Co., Cleveland, "Nabralco."
National Car Wheel Co., Rochester.
National Mfg. & Suply Co., Minneapolis.
Nolte Brass Co., Springfield, Ohio.
Noonan Tool & Mach. Wks., Rome, N. Y.
North & Judd, New Britain, Conn.
Norwalk Brass Co., Norwalk, Conn.
Oberdorfer Bros. Co., M. L., Syracuse, N. Y.
Ohio Brass Co., Mansfield, Ohio.
Onondaga Brass Co. Syracuse, N. Y.
Pfau Mfg. Co., Cincinnati.
PHOSPHOR BRONZE SMELTING CO., 2200 Washington st., Philadelphia.
Pioneer Brass Works, Indianapolis, "Maluminum."
Pittsburg Brass Mfg. Co., Pittsburg
Powow Fdy. Co., Amesbury, Mass.
Providence Brass & Aluminum Fdry., Providence, R. I.
Reeves & Son, Paul S., Phila., Pa
Rider-Bogg Co., Springfield, Mass.
Rogers, C. B., Boston, Mass.
Spencer's Sons, I. S., Guilford, Conn
Standard Brass Fdy. Co., Cleveland
Stover Mfg. Co., Freeport, Ill.
Turner Brass Works, Sycamore, Ill.
United States Aluminum Co., Pittsburg, Pa.
U. S. Brass & Aluminum Fdry. Co., Waukesha, Wis.
Utility Compressor Co., Detroit, Mich.
Williams & Son, E. A., Jersey City
Waterbury Mfg. Co., Waterbury, Conn.
Wellman Bronze Co., Cleveland, O.
Werra Aluminum Fdry. Co., Waukesha, Wis.
Whitehouse Le Compte Mfg. Co., Newark, N. J.
Whitman Lurium Metal Mfg. Co., St. Louis, Mo.
Wisconsin Aluminum Foundry Co., Manitowoc, Wis.
Woodruff & Sons Co., W. W., Mount Carmel, Conn.

CASTINGS. Die.

Acme Die Casting Corp., Brooklyn, N. Y.
Alemite Metal Co., Chicago.
American Die Casting Co., Indianapolis, Ind.
American Die Casting Co., Newark, N. J.
American Die Castings Co., Brooklyn, N. Y.
American Metal Products Co., Milwaukee, Wis., "Ampco."
Bliss Co., E. W., Brooklyn, N. Y.
Chicago Fuse Mfg. Co., Chicago.
Doehler Die Casting Co., Brooklyn, N. Y.
Finished Parts Mfg. Co., Newark, N. J.
Fort Hill Bronze Co., West Everett, Mass.
Franklin Mfg. Co., Syracuse, N. Y.
Geran Bronze Co., Erie, Pa.
Gilbert & Sons Brass Fdry. Co., A., St. Louis, Mo.
Hoyt Metal Co., St. Louis, Mo.
Johnson & Co., I. G., New York.
Legler Ellermann Co., Dayton, O.
Light Mfg. & Fdry. Co., Pottstown, Pa.
Lubricating Metal Co., Jersey, City.
Lumen Bearing Co., Buffalo, N. Y.
Milwaukee Die Casting Co., Milwaukee, Wis.
Moberg, C. J., Mount Vernon, N. Y.
Modern Die & Tool Co., Indianapolis.
Mogul Metal Co., Detroit, Mich.
Muzzy-Lyon Co., Detroit, Mich.
National Lead Co., New York.
Parker White Metal & Machine Co., Erie, Pa.
Phoenix Die Casting Co., Buffalo.
Precision Die Casting Co., Inc., Syracuse, N. Y.
Reeves & Son, Paul S., Phila., Pa
Stewart Mfg. Co., J. K., Chicago.
Stroh Die Moulded Casting Co., Milwaukee, Wis.
Syracuse Die Moulded Casting Co., Syracuse, N. Y.
U. S. McAdamite Metal Co., Detroit.
Van Wagner Mfg. Co., E. B., Syracuse, N. Y.
Veeder Mfg. Co., Hartford, Conn.
White Brass Casting Co., Chicago, Ill.
White Metal & Machine Co., Erie, Pa.
Wing & Co., J. T. Detroit, Mich.

CASTINGS, Gray Iron.

American Fdy. & Mach. Co., Hanover, Pa.
Barcus & Co., George, Wabash, Ind.
Barlow Foundry Co., Newark N. J.
Belle City Mfg. Co., Racine Junction, Wis.
Buffalo Fdry. Co., Buffalo, N. Y.
Campbell, Wyant & Cannon Fdry. Co., Muskegon, Mich.
Capitol Fdy. Co., Hartford, Conn.
Davenport Fdy. & Mach. Co., Davenport, Iowa.
Empire Fdy. Co., New Brunswick, N. J.
Enterprise Fdy. Co., Detroit, Mich.
Erie Foundry Co., Erie, Pa.
Frontier Iron Works, Buffalo, N. Y.
Fulton Fdy. & Mach. Co., Brooklyn, N. Y.
Grey Iron Castings Co., Mt. Joy, Pa.
Hart, Wm. R., Lawrence, Mass.
Hopson & Chapin Manufacturing Co., New London, Conn.
Interstate Fdry. Co., Cleveland, O.
Johnson & Co., I. G., New York.
Livermore, Homer F., Boston, Mass.
Mfrs. Fdy. Co., Waterbury, Conn.
Massey Mach. Co., Watertown, N. Y.
Michigan Motor Castings Co., Flint, Mich.
National Car Wheel Co., Rochester, N. Y.
Reedy Foundry Co., Chicago, Ill.
St. Louis Malleable Casting Co., St. Louis, Mo.
Sessions Fdy. Co., Bristol, Conn.
Spencer's Sons, I. S., Guilford, Conn.
Standard Fdy. & Mfg. Co., Cleveland, Ohio.
Stover Mfg. Co., Freeport, Ill.
Stowell Mfg. & Fdy. Co., South Milwaukee, Wis.
Tarrant Fdy. Co., Chicago, Ill.
Wilcox, Crittenden & Co., Middletown, Conn.
Wilson Fdry. & Mch. Co., Pontiac, Mich.
Wilton Mfg. Co., Wrightsville, Pa.

CASTINGS. Malleable Iron.

Acme Steel & Malleable Iron Wks., Buffalo, N. Y.
Arcade Malleable Iron Co., Worcester, Mass.
Barlow Foundry Co., Newark, N. J.
Beaver Dam Malleable Iron Co., Beaver Dam, Wis.
Bridgeport Malleable Iron Co., Bridgeport, Conn.
Buhl Malleable Co., Detroit, Mich.
Chicago Mall. Cast. Co., Chicago.
Chisholm & Moore Mfg. Co., Cleveland, Ohio.
Dayton Malleable Iron Co., Dayton.
Devlin & Co., Thomas, Philadelphia.
Eberhard Mfg. Co., Cleveland, O., "Emco."
Erie Malleable Iron Co., Erie, Pa.
Flagg & Co., Stanley G., Phila., Pa.
General Malleable Co., Warren, O.
Globe Malleable Iron & Steel Co., Syracuse, N. Y.
Illinois Malleable Iron Co., Chicago.
Jewell Steel & Malleable Co., Buffalo, N. Y.
Johnson & Co., I. G., New York.
Livermore, Homer F., Boston, Mass.

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Malleable Iron Fittings Co., Branford, Conn.
Marion Malleable Iron Wks., Marion, Ind.
Mesker Foundry Co., Newark, N. J.
Moline Malleable Iron Co., St. Charles, Ill.
National Mall. Cast. Co., Chicago.
National Malleable Castings Co., Cleveland, Ohio.
Naugatuck Malleable Iron Co., Naugatuck, Conn.
Norway Iron & Steel Co., York, Pa.
North & Judd, New Britain, Conn.
Ohio Mall. Iron Co., Columbus, O.
Oriskany Malleable Iron Co., Oriskany, N. Y.
Port Huron Malleable Iron Co., Port Huron, Mich.
Pratt Mfg. Co., Chicago,
Racine Malleable & Wrought Iron Co., Racine, Wis.
Rhode Island Malleable Iron Works, Hills Grove, R. I.
St. Louis Malleable Casting Co., St. Louis, Mo.
Springfield Malleable Iron Co., Springfield, Ohio.
Trenton Malleable Iron Co., Trenton.
Wilmington Malleable Iron Co., Wilmington, Del.
Woodruff & Sons Co., W. W., Mount Carmel, Conn.

CASTINGS, Steel.

Acme Steel & Malleable Iron Wks., Buffalo, N. Y.
Adrian Steel Casting Co., Adrian. Mich.
American Steel Casting Co., Chester, Pa.
American Steel Foundries, Chicago.
Arcade Malleable Iron Co., Worcester, Mass.
Atha Steel Casting Co., Newark, N. J.
Atlas Steel Casting Co., Buffalo, N.Y.
Blackwood Steel Fdry. Co., Springfield, Ohio.
Buhl Malleable Co., Detroit, Mich.
Chester Steel Castings Co., Chester, Pa.
Crucible Steel Castings Co., Milwaukee, Wis.
Crucible Steel Casting Co., Lansdowne, Pa.
Detroit Steel Castings Co., Detroit.
Devlin & Co., Thomas, Philadelphia.
Dutcher Co., J. A. & P. R., Milwaukee, Wis.
Farrell, Charles, Steel & Fdy. Co., Sandusky, O.
Flagg & Co., Stanley G., Phila., Pa.
Fort Pitt Steel Casting Co., McKeesport, Pa.
Hess Steel Castings Co., Bridgeton, N. J.
Jewell Steel & Malleable Co., Buffalo, N. Y.
Johnson & Co., Isaac G., New York.
Keystone Steel Casting Co., Chester, Pa.
Livermore, Homer F., Boston, Mass.
Logan Mfg. Co., Phoenixville, Pa.
Mackintosh, Hemphill & Co., Pittsburg, Pa.
Manufacturers Fdry. Co., Waterbury, Conn.
Massachusetts Steel Co., Everett, Mass.
Michigan Steel Casting Co., Detroit.
Milwaukee Steel Fdy. Co., Milwaukee, Wis.
National Malleable Castings Co., Sharon, Pa.
New Jersey Steel Co., Perth Amboy, N. J.
Newark Iron & Steel Co., Newark, O.
Norway Iron & Steel Co., York, Pa.
Otis Steel Co., Cleveland, Ohio.
Providence Steel Casting Co., Providence, R. I.
Racine Steel Casting Co., Racine, Wis.
Reading-Bayonne Steel Casting Co., Reading, Pa.
Reed Steel & Mfg. Co., Kalamazoo, Mich.
Riverside Steel Casting Co., Newark, N. J.
Smith Steel Casting Co., Geo. H., Milwaukee, Wis.
Standard Roller Bearing Co., Phila.
Swedish Crucible Steel Co., Detroit, Mich., "Pyro."
Taylor Iron & Steel Co., High Bridge, N. J.
Treadwell Eng'g Co., Easton, Pa.
Wheeling Mold & Foundry Co., Pittsburg, Pa.
Whiteley Steel Co., Muncie, Ind.
Wilmington Malleable Iron Co., Wilmington, Del.

CEMENT—See following heads:

Cement, Cast Iron—See Compounds, Iron Filling (for repairing cracks and castings).
Cement, Radiator Repair—See Compounds, Radiator, Repairing.
Cement, Tire Repair.

CEMENT, Tire Repair.

Acme Supply Co., Ionia, Mich.
Alliance Rubber Co., Alliance, O.
American Para Rubber Co., St. Louis, Mo., "Paruco."
Am. Tire & Rubber Co., Akron, O., "Five-Minute Cure."
Atlas Auto Supply Co., Chicago, "Tire Doh."
Benoit, Constant A., Sheepshead Bay, N. Y., "Permatex."
Brooklyn Shield & Rubber Co., Brooklyn, N. Y., "Clingfasta."
Blue Ribbon Mfg. Co., Boston, "Premium."
Blue Rubber Co., New Brunswick, N. J.
Cox, David, Roselle, N. J.
Diamond Rubber Co., Akron, O., "Titan."
Doucette & Co., W. B., Bridgeport, Conn., "Vultite."
Durkee-Atwood Co., Minneapolis, "Rie Nie."
Eastern Rubber Co., Phila., Pa., "Magic."
Eclipse Cement & Blacking Co., Phila., "Tiger Brand."
Empire Rubber & Tire Co., Trenton.
Endurance Tire & Rubber Co., New Brunswick, N. J.
Essex Rubber Co., Inc., Trenton, N.J.
Eureka Cement Co., Newark, N. J.
FEDERAL RUBBER CO. OF ILLINOIS, Cudahy, Wis.
FIRESTONE TIRE & RUBBER CO., Akron, O.
Fisk Rubber Co., Chicopee Falls, Mass.
Fry, Keyser, Reading Pa., "Ever Right."
General Tire & Rubber Co., Akron, O.
Giant Tire & Rubber Co., Akron, O., "M. & M."
Globe Cement Co., Fenwood, Pa.
Goodrich Co., B. F., Akron, O., "Plastic," "Titan."
Goodyear Tire & Rubber Co., Akron.
Gray Spec. Co., Newark, N. J.
Hall-Thompson Co., Hartford, Conn., "Wonder Worker."
Hazen-Brown Co., Boston, Mass., "Nu-tread," "Hazenoid," "Stickfast," "Peugene," "Plug."
Hosmer Co., G. A., Buffalo, N. Y., "Red Top."
Hood Tire Co., Watertown, Mass.
India Rubber Tire Co., Chicago.
J. A. W. Specialty Co., Bridgeport. Conn., "Vulco."
Johnstown Rubber Co., Johnstown, Pa., "Jiffy."
K. & W. Rubber Co., Ashland, O.
Keystone Rubber Mfg. Co., Erie, Pa.
Lee Tire & Rubber Co., Conshohocken, Pa.
Lyon Tire & Rubber Co., Chicago.
M. & M. Mfg. Co., Akron, Ohio, "Knead-It," "Cement Doh."
Manhattan Rubber Mfg. Co., Passaic, N. J., "Half & Half."
Mattson Rubber Co., Lodi, N. J.
McFall Rubber & Mfg. Co., Kansas City, Mo.
Mechanical Rubber Co., Cleveland, Ohio.
Michelin Tire Co., Milltown, N. J., "Mastic."
Miller Rubber Co., Akron, O.
[illegible]er, Chas. E., Anderson Rubber Wks., Anderson, Ind.
Motor Supplies Mfg. Co., Minneapolis, "Permatite."
National Rubber Co., St. Louis, Mo., "Narco" (H. W. Johns-Manville Co., Sales Agent).
National Cement & Rubber Co., Toledo, O., "Tire-Sav," "Self-Cooling," "Jifoid."
Oneil Tire & Rubber Co., Akron, O.
Quaker City Rubber Co., Phila., "Quakerdo."
[illegible] Rubber Wks., Morristown, N. J., "Vulcanizit."
Savage Tire Co., San Diego, Cal.
Sin Ti Rubber Co., Washington, D. C.
S. B. R. Specialty Co., East Orange, N. J., "Smooth-On."
Pennsylvania Rubber Co., Jeannette, Pa.
Simplex Auto Spec. Co., Detroit.
ST. LOUIS RUBBER CEMENT CO., St. Louis, Mo.
Tingley & Co., C. O., Rahway, N. J., "C. O. T.," "Gum Gum."
United States Tire Co., New York.
Van Cleef Bros., Chicago, "Moldit," "Dutch."
Vulcan Rubber Co., Erie, Pa., "4 Minute."
Vultite Rubber Co., Newark, N. J.
Western Tire & Rubber Co., Kansas City, Mo., "K. C."
Yatman Rubber Co., Newark, N. J., "Nam_tay."

CHAIN—See following heads:

Chain Adjusters—See Adjusters' Tire Chain.
Chains, Blowout.
Chains, for locking spare tires—See Chains, Locking.
Chain Blocks—See Cranes, Hoists and Chain Blocks.
Chain Covers—See Cases, Engine.
Chain Guards—See Cases, Engine.
Chain Tools—See Tools, Chain Repair.
Chain, Transmission.

CHAINS, Blowout.

Halliwell Co., Los Angeles, "Brownie."
Weed Chain Tire Grip Co., Bridgeport, Conn., "Dobbins."

CHAINS, Locking for Spare Tires.

Leschen & Sons Rope Co., A., St. Louis, Mo.
Weiland, Inc., Chas., New York.

CHAIN, Transmission.

American High Speed Chain Co., Indianapolis.
Baldwin Chain & Mfg. Co., Worcester, Mass.
Culver & Taylor, Detroit.
Diamond Chain & Mfg. Co., Indianapolis, Ind.
Frasse & Co., P. A., New York, "Renold."
Funke, Herbert L., Inc., N. Y.
Link-Belt Co., Philadelphia, Pa., "Renold," "Maximum."
Miller, Chas. E., New York, (Imp. "Brampton").
Morse Chain Co., Ithaca, N. Y.
Smith-Haines Co., New York (Sole Agents "Peugeot."
Whitney Mfg. Co., Hartford, Conn.

CHAINS, Tire.

Brockett-Gorham Co., Marion, O., "Bro Gor" (Trucks).
General Appliance Co., Milwaukee, Wis., "Jiffy" (for trucks).
Grus Leaf Spring Oiler Co., Chicago (Attach to spokes of wheel).
Hayden-Corbett Chain Co., Columbus, O.
Hill Ins. & Mfg. Co., N. Y. City, "Thom."
Kimball Tire Case Co., Council Bluffs, Ia. (Importers "Coventry").
Leather Tire Goods Co., Niagara Falls, N. Y., "Easyon."
McKinnon Chain Co., Buffalo, N. Y.
McLain & Co., H. E., Natick, Mass.
Never-Skid Mfg. Co., New York (for trucks).
Non-Skid Co. of America, Boston.
Rowe Calk Co., Plantsville, Conn., "Prest O Grip" (for solid tires).
Pugh's Auto Chain Co., St. Louis.
Schmidt Co., Chas. D., New York.
Snap On Tire Chain Co., Baltimore.
Walker Chain Mat Co., Granville, N. Y.
Walker Tire Chain Co., Bridgeport, Conn.
Weed Chain Tire Grip Co., Bridgeport, Conn., "Lyon" (for trucks).
Whittaker Chain Tread Co., Boston, "Resdam."
Woodworth Mfg. Corp., Niagara Falls "Easyon."

CHAMOIS—See Sponges.

CHANGE GEARS—See Gears, Transmission or Speed Changing.

CHARGERS, BATTERY

Ellington Elec. Co., Quincy, Ill.
Fore Elec'l Mfg. Co., St. Louis.
Ft. Wayne Electric Wks. of General Electric Co., Fort Wayne, Ind.
General Elec. Co., Schenectady, N. Y., "Tungar."
Giant Converter Co., Cleveland, O.
Robbins & Meyers Co., Springfield, O.
Roth Bros. & Co., Chicago.
St. Louis Elec Wks., St. Louis, Mo.
Tritt Electric Co., Union City, Ind., "Teco."
WAGNER ELECTRIC MFG. CO., St. Louis, Mo.

CHARGERS, Magnet.

Benjamin Elec. Mfg. Co., Chicago. "Little Giant."
Le Munyon & Bidelman, Los Angeles, Cal.
St. Louis Elec. Co., St. Louis.
Metzger-Daniels Co., Portland. Ore.
Towsan Auto Spec. Co., Minneapolis.

CHARGING OUTFITS.

Allen-Bradley Co., Milwaukee.
American Battery Co., Chicago.
Andrae, Julius, & Sons Co., Milwaukee.
Bennett-O'Connell Co., Chicago (Rheostats).
Bodine Electric Co., Chicago.
Burk Electric Co., Erie, Pa.
Crocker Wheeler Co., Ampere, N. J.
Cushman Electric Co., Concord. N. H.
Cutler-Hammer Mfg. Co., Milwaukee
Electrical Equipment Co. of America, Wilton Jct., Ia., "Warner."
Electric Products Co., Cleveland, O., "Wotton."
Elec. Spec. Co., Stamford, Conn.
Ellington Elec. Co., Quincy, Ill.
Friday Mchy. & Supply Co., Sigourney, Ia.
General Electric Co., Schenectady.
Hertner Elec. & Mfg. Co., Cleveland.
Hobart Brothers Co., Troy, O., "H. B."
Ideal Electric Mfg. Co., Mansfield, O
Kendrick & Davis, Lebanon, N. H
Kewanee Private Utilities Co., Kewanee, Ill.
Lincoln Electric Co., Cleveland, O., "Milburn."
Main Elec. Mfg. Co., Pittsburgh.
Motsinger Motor Devices Co., Lafayette, Ind.
Northwestern Electric Co., Chicago, "Martin."
Northwestern Mfg. Co., Milwaukee.
Price Elec. Devices Corp., Waynesboro, Va.
Roth Bros. & Co., Chicago.
St. Louis Electrical Wks., St. Louis, Mo.
Tritt Electric Co., Union City, Ind., "Teco" (Charges storage battery when motor runs).
Vesta Accumulator Co., Chicago.
WAGNER ELECTRIC MANUFACTURING CO., St. Louis, Mo.
Westinghouse Electric & Mfg. Co., E. Pittsburgh, Pa.

CHECKS, Rebound—See Snubbers.

Rupe & Kemp, Muncie, Ind., "Parker."

CHEESE CLOTH—See Cloth.

CHIME WHISTLES or Horns—See Horns.

CIRCULATORS, Water.

G.-P. Coal Oil System Co., Chicago.
Moore Cooling System Co., Balti., Md.
Motor Cooling Sys. Co., Chicago.
R. B. L. Co., Detroit.

CIGAR LIGHTERS—See Lighters.

CLAMPS—See following heads:

Clamps, Cable.
Clamps, Chain Repair—See Tools, Chain Repair.
Clamps, Hose.
Clamps, Machinists.
Clamps, Spring Repairing.
Clamps, Tube Patch.

CLAMPS, Cable.

Beaudette & Co., R. A., Chippewa Falls, Wis.
S. B. R. Specialty Co., East Orange, N. J.

CLAMPS, Hose

Allen Mfg. Co., W. D., Chicago.
American Stamping Co., Battle Creek, Mich.
Atlantic Metal Hose Co., Inc., N. Y.
Auto Parts Co., Providence, R. I., "Apco."
Balzer Co., Gus, New York.
Bartlett Mfg. Co., Detroit.
Beaudette & Co., R. A., Chippewa Falls, Wis.
Brown Automatic Hose Coupling Co., Toledo, O.
Catelain, Andrea, Chicago.
Crabill Hose Clamp Co., Battle Creek, Mich.
Doyle Hose Union Co., Homestead, Pa.
Eberhard Mfg. Co., The, Cleveland, O.
Edelmann & Co., E. Chicago.
Elkin, Charles, New York.
Elk Mfg. Co., Inc., New York.
Erickson & Son, P. E., Portchester, N. Y.
Fitzgerald Mfg. Co., Torrington, Ct.
Globe Mch. & Stamping Co., Cleveland, O.
Gunard Mfg. Co., Beverly Mass., "Thumlock" (pump coupling).
Harrisburg Stamping Co., Harrisburg, Pa., "Lightning."
HERZ & CO., 245 W. 55th St., New York, "Tape Grip." "Lasso."
Hudson Hose Mender Co., Melrose, Mass., "Nofault."
Ideal Brass Co., Indianapolis, Ind.
Ideal Clamp Mfg. Co., Brooklyn, N. Y.
Konigslow, Otto, Mfg. Co., Cleveland.
Metal Stamping Co., L. I. City, N. Y., "Ideal."
Mitchell & Smith, Inc., Boston.
Mitchell & Son, G. F., Cleveland.
National Metal Molding Co., Pittsburg, Pa.
Morgan Mfg. Co., Newport, R. I.
Nelson Mfg. Co., A., Chicago.
Newark Stamping Co., Newark, O., "Thompson."
Rex Mfg. Co., Detroit.
Schwier Mfg. Co., H. F., Detroit. "Scott."
Sherman Mfg. Co., H. B., Battle Creek, Mich.
Reamer Sales Co., Hackensack, N. J., "Universal."
STEVENS & CO., 375 Broadway, New York, "Esco."
Sunderland Mfg. Co., Chicago, "Pitner."
Sutherland Co., F. L., Detroit.
United States Air Compressor Co., Cleveland.
Universal Clamp Mfg. Co., Concord, N. H.
Yerdon, Wm., Fort Plain, N. Y.

CLAMPS, Spring Repairing.

Central Brass & Fixture Co., Springfield, O., "Buckeye."
Plate Mfg. Co., L., Milwaukee, Rel-Klamp."
Motor Car Equip. Co., New York. "Kantalever."
Ouimette Co., Southbridge, Mass.
Walker-Moore Mfg. Co., Racine, Wis. ("Economy," Comb. Truss).

CLAMPS, Tube Patch.

Hoeft & Co., Chicago, "Hoeo."
National Cement & Rubber Co., Toledo, O.

CLEANERS.—See following heads:

Cleaners, Gasoline Spray, for removing oil and grease from inaccessible parts.
Cleaners, Spark Plug—See Brushes, Spark Plug.
Cleaners, Vacuum, for Autos.
Cleaners, Wind Shield, Mechanical—See also Compounds, Glass Wind Shield.

CLEANERS, Gasolene Spray, for removing oil and grease from inaccessible part.

Acorn Brass Co., Aurora, Ill., "Deam."
Barnard Specialty Co., Los Angeles.
Bishop-Babcock-Becker Co., Cleveland.
C. & W. Specialty Co., New York. "Wagner."
Cast Iron Brazing & Mfg. Co., Manchester, N. H., "Time Saver."
Chicago-Racine Al. Brass & Iron Wks., Chicago.
Cleveland Faucet Co., Cleveland.
Codman & Shurtleff, Inc., Boston, "C. & S."
Eureka Air Compressor Co., Inc., Bloomfield, N. J. (Combination Pump and Cleaner).
Grossman Mfg. Co., E., Brooklyn, N. Y.
Lennox Chemical Co., Cleveland.
Rapid Auto Cleaner Co. Newark, N. J.
Romort Valve Co., Portland, Ore.
Prospect Mfg. Co., Prospect, O.
Star Brass Works, Chicago, "Binks."
Stevens Mfg. & Supply Co., Chicago.
Turner Brass Works, Sycamore, Ill.
Wagner Spec. Co., New York.

CLEANERS, Vacuum, for Autos.

Dunkley Co., Kalamazoo, Mich.
FEDERAL SIGN SYSTEM (Electric) Lake & Desplaines sts., Chicago.
Kent Vacuum Cleaner Co., Rome, N. Y.
Lazarus Mfg. Co., Cleveland, O., "Lasco."
Sterling Sales Co., Chicago, Ill.
Wisconsin Elect. Co., Milwaukee.

CLEANERS, Wind Shield, Mechanical.

America nBall Co., Providence, R. I., "Seeclear."
B & B Mfg. Co., Cleveland. "Bacher."
Gabriel Mfg. Co., Cleveland, O.
Clear-O-Scope Co., Chicago.
Clear Vision Cleaner Co., Inc., N. Y.
Grossman Mfg. Co., E., Brooklyn, N. Y., "Security."
Kern Mfg. Co., Buffalo, N. Y.
Outlook Co., Cleveland.
Windshield Cleaner Device Co., Los Angeles, Cal.

CLEATS, Wiring—See Fibre.

CLIPS, Spring — See Forgings, Drop.

CLOCKS and Watches, Dashboard

Ajadian Gauge Co., Syracuse, N. Y.
Ansonia Clock Co., New York, "Chaffeur."
Asco Mfg. Co., N. Y., "Asco."
Boston Clock Co., Boston, Mass., "Chelsea."
Chelsea Clock Co., Boston, Mass.
Cox Brass Mfg. Co., Albany, N. Y., "New Ormond."
Dannenhirsch Co., Philadelphia, Pa., "Danno."
Donaldson & Fisher Co., Chicago.
Didisheim & Bro., Hipp., N. Y., "Octava."
Dotts Spec. Co., Inc., New York. "Hartford" (Elec.)
Eisenstadt Mfg. Co., St. Louis, Mo. (Fieted on Steering Wheel).
Goodwin & Kintz, Winsted, Conn.
Hartford Clock Co., Hartford, Conn.
Hoffecker Co., Boston (Elec.).
Hoggson & Co., S. H., New York.
Jay & Dee Specialty Co., Inc., N. Y. (To be mounted on Steering Wheel).
Johns-Manville Co., H. W., N. Y.
Keyless Auto Clock Co., Inc., N. Y.
Larchmont Elec. Co., Larchmont, N. Y.
Leonard Watch Co., Boston, "Mi- "Safety," "New Briarcliff."
Levy & Co., Manasseh, New York, not."
Metal Stamping Co., Long Island City, N. Y., "Ideal," "Triumph," "Perfection."
Motor Car Equip. Co., New York (Importers), "Roadster," "Electra."
New England Watch Co., Waterbury.

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New Haven Cloc Co., New Haven, Conn., "Bemont," "Devore," "Dieppe," "Jericho," "Mineola," "New Ormond," "Savannah," "Duane," "Westbury," "Aero," "Cowl," "Nebo."
Peck-Hamre Mfg. Co., Berlin, Wis., "Gem."
Pennsylvania Rubber Co., Jeannette, Pa., "Lewis Nojar," encased in red rubber.
Perkins-Campbell Co., Cinn., O., "Campbell" (Steering Wheel Watches).
Rose Mfg. Co., Phila., Pa., "Never-out."
Sessions Clock Co., Forestville, Conn.
STEWART WARNER SPEEDOMETER CORP., Chicago.
Troy Auto Clock Co., Troy, Ohio.
Waltham Watch Co., Waltham, Mass.
Waterbury Clock Co., Waterbury, Conn., "Florida," "Orlando," "Oscala," "Palatka," "Pensacola," "Arcadia," "Suwanee," "Tarpan," "Tampa."
Western Clock Co., La Salle, Ill., "Westclox."

CLOTH—See following heads:

- Cloth, Broadcloth and Whipcord.
- Cloth, Cheese.
- Cloth, Enameled.
- Cloth, Mohair—See Cloth, Top and Cushion.
- Cloths, Polishing—See also Cloth, Cheese; also Wipers.
- Cloth, Rubber.
- Cloth, Tire Fabrics—See Fabrics, Tire.
- Cloth, Top and Cushion.

CLOTH, Broadcloth and Whipcord.

Cocheco Woolen Mfg. Co., E. Rochester, N. H.
Laidlaw Co., Inc., New York.
Oakes & Co., Thos., Bloomfield, N. J.
Roy Woolen Co., Watervliet, N. Y.
Slater & Sons Woolen Mills, Webster, Mass.
Taylor Co., H. D., Buffalo, N. Y.
Thurnauer & Bischoff, N. Y. City, "Thurbia."
Waterloo Woolen Mill, Waterloo, N.Y.
Wiese & Co., Wm., New York.

CLOTH, Enameled, for floor and step covering.

Acme Rubber Mfg. Co., Trenton, N.J.
Am. Rubberfelt Co., Chicago.
Boyle & Co., John, New York, "Bayonne."
Chandler Oil Cloth & Buckram Co., East Taunton, Mass.
Cooks Linoleum Co., Trenton, N. J.
Dusenbury & Co., Louis, New York.
Monarch Rubber & Oil Cloth Co., Phila., Pa.
Potter, Sons & Co., Thos., Phila., Pa.
Standard Oil Cloth Co., New York, "Meritas."

CLOTHS, Polishing.

Atlas Rubber Co., Chicago.
B. A. T. Company, Phila., "Panther."
Chemical Products Co., St. Louis "Tarnish-Off."
Clayton Lindsay Co., E. Orange, N. J., "Bry-te."
Consolidated Sales Co., Glens Falls, N. Y., "Electro."
Crew Levick Co., Phila., "Mistokloths."
G. V. Sales Co., New York, "Omy."
Gem Supply Co., Waterbury Conn., "Mysterious Rag."
Graspit Mfg. Co., Chicago, "Peerless."
Heaney Mfg. Co., Boston.
Milton Chem. Co., Cambridge, Mass., "B. B."
New York Mica Mfg. Co., Auburn, N. Y., "Wright."
Pioneer Mfg. Co., Cleveland, "Shino."
Silvex Co., New York, "Glad Rags."
Wadsworth-Howland Co., Chicago, "Jewell."

CLOTH, Rubber.

Acme Rubber Mfg. Co., Trenton, N. J.
Chase & Co., L. C., Boston, Mass.
Chicago Rubber Clothing Co., Chicago, Ill.
Cook's Linoleum Co., Trenton, N. J.
Empire Rubber & Mfg. Co., Trenton.
Fairfield Rubber Co., Fairfield, Conn.
Hodgman Rubber Co., New York.
International Rubber Co., New York.
Kearney & Co., T. F., Boston, Mass. "Moter."
Laidlaw, Jr., Wm. R., New York.
Mattson Rubber Co., Lodi, N. J.
Monarch Rubber & Oil Cloth Co., Philadelphia, Pa.
Mutty Co., L. J., Boston, Mass., "Bull Dog," "Dridek."
Mystic Rubber Co., West Medford, Mass.
Plymouth Rubber Co., Canton, Mass.
Standard Oil Cloth Co., New York.

CLOTH, Top and Cushion.

Carr Co., F. S., Boston, "Neverleak."
Chase & Co., L. C., Boston, Mass.
Chicago Rubber Clothing Co., Chicago.
DuPont Fabrikoid Co., Wilmington, Del.
Ramsdale Worsted Co., Clinton, Mass., "Motokloth."
Haartz, W. A. & J. C., Boston.
Hercules Rubber Co., N. Y., "Leatherita."
Hodgman Rubber Co., New York.
Laidlaw Co., Inc., N. Y., "Motex."
Mutty Co., L. J., Boston, Mass. "Numotor," "Dridek."
Mystic Rubber Co., West Medford, Mass.
Pantasote Co., New York.
Pickens Auto Cloth Co., New York (Importers).
Scherer & Co., H., Detroit, Mich.
Shirley Auto Fabric Co., N. Y. City
Taylor Co., H. D., Buffalo, N. Y.
Thurnauer & Bischoff, New York, "Thurbia."
Zapon Leather Cloth Co., New York "Broncho."

CLOTHING—See also Caps, also Gloves, also Leggings.

Alshuler Mfg. Co., Chas., Racine Wis., "The Sheferall."
American Buffalo Robe Co., Buffalo (Fur Overcoats).
Auto Garment Co., Cedar Rapids Iowa, "To-Go."
Auto Shirt Co., Midland, Md.
Automobile Apparel Co., Rochester.
Beaver Dam Overall Mfg. Co., Beaver Dam, Wis., "Never-Rip."
Berlin Fabric Mfg. Co., Berlin, Wis., "Krueger's Koverette."
Bishop Co., J. H., Wyandotte, Mich.
Blauvelt Knitting Co., Newark, N. J.
Bloch Co., Cleveland, Ohio.
Boynton's Improved Pioneer Oil Clothing Co., Gloucester, Mass.
Bradley Knitting Co., Delavan, Wis.
Burlington Blanket Co., Burlington, Wis.
Chicago Rubber Clothing Co., Racine, Wis.
Crosby-Frisian Fur Co., Rochester
Curtain Supply Co., Chicago, Ill.
Daniel, Everett, Moultrie, Ga., (Boots).
Dearskin Glove Co., Gloversville, N.Y.
Demmerle & Co., New York, N. Y.
Ellsworth & Thayer Mfg. Co., Milwaukee, Wis.
Fuller & Sullivan, Boston, Mass.
Glastonbury Knitting Co., Glastonbury, Conn.
Gordon Co., J. P., Columbus, O.
Gunther's Sons, C. G., New York.
Heidelberg & Wolff, New York.
Hodgman Rubber Co., New York.
Hopewell Bros. & Co., Newton, Mass.
Hugh-Wallace Co., Detroit, Mich., (Coat only).
International Coat Co., New York, "London-Duplex."
Kenyon Co., C., New York.
Kling Bros. & Co., Chicago, Ill.
Macullar-Parker Co., Boston, Mass.
Mann & Co., Leon, New York, N. Y.
McKibbin, Driscoll & Dorsey, St. Paul, Minn. (fur coats).
Milford Auto Coat Co., Milford, Mass.
Moore-Smith Co., Boston, Mass., "Winthrop."
Morawetz Co., Milwaukee, Wis.
Nathan Novelty Mfg. Co., New York, "Koveraul."
National India Rubber Co., Bristol, R. I.
Parker Co., J. H., Malden, Mass.
Premier Auto Novelty Mfg. Co., New York, "Ponchos."
Pontiac Knitting Co., Pontiac, Mich.
Protexall Co., Abingdon, Ill., "Protex."
Safety Coverall Co., N. Y., "Coverall."
Revillon Freres, New York.
Sanders Co., Indianapolis (one-piece Suits and Driving Hoods).
Scott Muffler Co., Portsmouth, Ohio. (Mufflers only).
Shanhouse & Sons, W., Rockford, Ill., "Motorsuit" (Garage Suit).
Shuman & Co., Boston, Mass.
Spear-Martin Fur Co., Burlington, Vt., "Adirondack."
Sprague Co., Fredk. H., Orange, Mass.
Stall & Dean Mfg. Co., Brockton Mass.
Summer & Auto Clothing Cont'g Co., College Point, L. I.
Suck Co., Robert, Peabody, Mass., (Leather Coats only).
Uthegrove Sporting Goods Co., Valparaiso, Ind.
Wilkinson Co., J. S., Newburg, N. Y.

CLUTCHES, Friction—See also Gears, Transmission.

American Clay Machy. Co., Willoughby, Ohio, "Imperial."
American & British Mfg. Co., Bridgeport, Conn.
American Die & Tool Co., Reading, Pa.
Auto Parts Mfg. Co., Muncie, Ind., "B. T. K."
Automatic Clutch Co., Akron, Ohio
Borg & Beck Co., Moline, Ill.
Brown-Lipe Gear Co., Syracuse, N. Y.
Caldwell Co., W. F., Louisville, Ky.
Central States Eng'g Co., Hutchinson, Kas.
Cleveland Clutch Co., Cleveland.
Continental Motor Mfg. Co., Muskegon, Mich.
Conway & Co., Cincinnati, Ohio.
Cotta Gear Co., Rockford, Ill.
Cork Insert Co., Boston.
Detroit Gear & Mch. Co., Detroit.
Detroit Standard Gear Co., Detroit.
Eclipse Mch. Co., Elmira, N. Y.
Edgemont Machine Co., Dayton, O
Fuller & Sons Mfg. Co., Kalamazoo, Mich.
Gifford-Wood Co., Hudson, N. Y.
Golden, Belknap & Swartz, Detroit, Mich., "G. B. & S."
Harral, E. W., Bridgeport, Ct., "Crabbe."
Hartford Auto Parts Co., Hartford.
Hilliard Clutch & Mchy. Co., Elmira, N. Y.
Houk Mfg. Co., Buffalo, N. Y.
Internat'l Const. Co., Los Angeles.
Johnson Service Co., Milwaukee, Wis.
Johnson Mach. Co., C., Manchester Conn.
Kirkham Motor Mfg. Co., Bath, N.Y.
Konigslom Mfg. Co., Otto, Cleveland, O.
Link-Belt Co., Phila., Pa., "Ewart."
Merchant & Evans Co., Philadelphia, Pa., "Hele-Shaw."
Milwaukee Motor Co., Milwaukee.
Moore & White, Philadelphia, Pa.
Pittsburgh Model Engine Co., Pittsburgh, Pa., "Wells."
Poole Engrg. & Mach. Co., Baltimore
Positive Clutch Co., Chicago, Ill.
Reeves Pulley Co., Columbus, Ind.
Reed Mfg. Co., Kalamazoo, Mich.
Sinclair-Scott Co., Baltimore, Md.
Tippett Mfg. Co., Columbus, Ohio.
Universal Machy. Co., Milwaukee. "Smith-Mulford."
Verges Mfg. Co., Milwaukee Wis.
Wabash Gear Wks., Terre Haute, Ind
Warner Gear Co., Muncie, Ind.
Warner Mfg. Co., Toledo, O.
Williams Fdy. & Mach. Co., Akron Ohio, "Akron."

COATINGS, Metal, to protect from Rust, etc.

Hess & Son, Phila., "Epicassit."

COCKS—See following heads:

- Cocks, Gasoline.
- Cocks, Pet.
- Cocks, Priming—See Cups, Priming
- Cocks, Test—See Cocks, Pet.

COCKS, Drain.

Frasse & Co., P. A., New York.

COCKS, Gasoline.

Edelmann & Co., E. Chicago.
Michigan Lubricator Co., Detroit.
IMPERIAL BRASS MFG. CO., 584 S. Racine ave., Chicago, Ill.
Chicago, Ill.
Powell Co., Wm., Cincinnati, O.
Presbrey Co., Inc., The E. H., New York.

COCKS, Pet.

Acorn Brass Mfg. Co., Chicago.
American Lubricator Co.
Am. Brass & Iron Co., Detroit.
Belfield & Co., H., Philadelphia, Pa
Belknap Mfg. Co., Bridgeport, Conn
Bogardus & Co., H. A., Chicago.
Brass Products Co., Detroit, Mich.
Buckeye Iron & Brass Wks., Dayton.
Crane Co., Chicago, Ill.
Crum-Wiley Mfg. Co., Peru, Ind.
Detroit Brass Works, Detroit, Mich.
Detroit Lubricator Co., Detroit.
Eagle Brass Wks., Detroit.
Edelmann & Co., E., Chicago.
Federal Brass Wks., Detroit.
Fidelity Brass Mfg. Co., Chicago.
Greer, Frederic, Chicago, Ill.
Haydenville Co., Haydenville, Mass
Hoffman & Billings Mfg. Co., Milwaukee, Wis.
Homer Brass Wks., Philadelphia.
Hungerford Brass & Copper Co., U. T., New York, "Star."
IMPERIAL BRASS MFG. CO., 584 So. Racine ave., Chicago, Ill.
Jarecki Mfg. Co., Erie, Pa.
Kelly & Jones Co., Greensburg, Pa
Lunkenheimer Co., Cincinnati, Ohio
McNab & Harlin Mfg. Co., New York
McRae & Roberts Co., Detroit, Mich
Marsh & Co., Jas. P., Chicago, Ill
Michigan Lubricator Co., Detroit.
Morgan Mfg. Co., Newport, R. I.
Monash-Younker Co., Chicago, Ill
National Brass Mfg. Co., Rochester
Ohio Brass Co., Mansfield, O.
Peninsular Brass Co., Detroit.
Powell Co., Wm., Cincinnati, O.
Presbrey Co., The E. H., Inc., New York.
Roberts Brass Mfg. Co., Detroit.
Standard Brass Works, Detroit.
Sterling & Skinner Mfg. Co., Detroit.
Swift Lubricator Co., Elmira, N. Y.
Utility Compressor Co., Detroit, Mich.
Walworth Mfg. Co., Boston, Mass.
Williams Valve Co., D. T., Cincinnati, O.

COCOA MATTING—See Matting.

COCOA MATS—See Mats.

COILS—See following heads:

- Coils, Radiating—See Radiators.
- Coils, Spark, Gas Engine Ignition

COILS, Spark, Gas Engine Ignition.

Ackley Electric Co., Cortland O. (for cycle cars).
American Coil Co., Foxboro, Mass.
Atlantic Maritime Co., Boston, "Orswell" and "Puritan."
American Electrical Wks., Phillipsdale, R. I., "Enduro."
Atwater-Kent Mfg. Wks., Phila., Pa
Autocoil Co., Jersey City, N. J., "Jumphlame," "Owners."
Bosch Magneto Co., New York.
Breeze Carbureter Co., Newark, N. J.
Briggs Magneto Co., Elkhart, Ind.
Briggs & Stratton, Milwaukee.
Cleveland Coil & Mfg. Co., Cleveland, O.
Connecticut Telephone & Elec. Co., Meriden, Conn.
Dayton Dick Co., Quincy, Ill.
Detroit Coil Co., Detroit.
Dow Mfg. Co., Braintree, Mass.
Dudlo Mfg. Co., Ft. Wayne, Ind.
Heinze Electric Co., Lowell, Mass.
High Frequency Ignition Coil Co., Los Angeles, Cal., "Seeley."
Holtzer-Cabot Elec. Co., Roxbury, Boston, Mass.
Ignition Spec. Co., N. Y., "Isco."
J & B Mfg. Co., Pittsfield, Pa.
Jefferson Electric Mfg. Co., Chicago.
Kokomo Electric Co., Kokomo, Ind. "Kingston."
K.-W. Ignition Co., Cleveland, Ohio.
Lemke Elec. Co., Milwaukee, "L. B."
MANHATTAN ELECTRICAL SUPPLY CO., 17 Park pl., New York, N. Y., "Mesco."
Marion Electrical Mfg. Co., Jersey City, N. J.
Menominee Electric Mfg. Co., Menominee, Mich.
Muskegon Coil Co., Muskegon, Mich
National Coil Co., Lansing, Mich., "Capital."
New York Coil Co., New York "Economic," "Fire Ball."
Noxon, C. Per Lee, Syracuse, N. Y
Pfanstiehl Co., No. Chicago, Ill.
Pittsfield Spark Coil Co., Pittsfield, Mass.
Remy Electric Co., Anderson, Ind.
Samson Elec. Co., Canton, Mass. "Perfex."
Schug Elec. Mfg. Co., Detroit, Mich
Severson Electric Co., Elkhart, Ind.
SPLITDORF ELECTRICAL CO., Newark, N. J.
Thordarson Elec. Mfg. Co., Chicago.
Tritt Electric Co., Union City, Ind. "Rapid Fire," "Veribest."
Victor Elec. Co., Chicago, "Wants."
Wells Mfg. Co., R. C., Fond Du Lac, Wis., "Duplex."
Williams, E. Q., Syracuse, N. Y.

COLORS—See Paints.

COMMUTATORS, Ignition—See Timers, Ignition.

COMPOUNDS—See following heads:

- Compounds, Anti-Freezing.
- Compounds, Brazing.
- Compounds, Cleansing (for removing Oil & Grease from Motor Parts).
- Compounds, Cylinder Cleaning
- Compounds, Buffing and Polishing
- Compounds, Case Hardening.
- Compounds, Core.
- Compounds, Fabric Cleaning.
- Compounds, Glass Wind Shield.
- Compounds, Iron Filing (for repairing cracks in castings).
- Compounds, Radiator Cleaning.
- Compounds, Radiator Repairing.
- Compounds, Starting, Gas Engine
- Compounds, Steel Cleaning (for Preventing Rust under Paint.
- Compounds, Tire Cleaning.
- Compounds, Tire Filling.
- Compounds, Tire Preserving.
- Compounds, Tire Repair—See Cement, Tire Repair; see also Patches, Tire Repair.
- Compounds, Valve Grinding.
- Compounds, Waterproofing.
- Compounds, Welding.

COMPOUNDS, Anti-Freezing.

Cincinnati Oil Wks. Co., Cincinnati, O., "Wizard."
Durkee-Atwood Co., Minneapolis. "Alaska."
FRAZER LUBRICATOR CO., Chicago, Ill.
Globe Soap Co., Cincinnati, Ohio "Blizzard."
Hall-Thompson Co., Hartford, Conn., "Wonder Worker," "Never Freeze."
Hazen-Brown Co., Boston, "Cook & Peary."
Hollingshead Co., R. M., Camden, N. J., "Whiz."
Horsey Mfg. Co., Cleveland, O., "Anti Freeze."
Imperial Oil Co., St. Louis, "Marvina."
Lubro Oil Co., Cleveland.
Noer Co., L. F., Fremont, O., "Solar."
Northwestern Chemical Co., Marietta, Ohio, "Thermite."
Petroleum Products Sales, Cleveland.
Rub-On Mfg. Co., Buffalo, N. Y., "Freezenot."
Sterling Equip. & Supply Co., Phila., Pa., "Kant Freeze."
U. S. Industrial Alcohol Co., New York, "Pyro."
United Products Mfg. Co., Chicago, "Gasolette."
Wadsworth-Howland Co., Chicago, Ill., "Jewell."
Young, Orlando W., Newark, N. J.

COMPOUNDS, Brazing.

A. & J. Mfg. Co., Chicago, Ill., "Braziron."
Cast Iron Brazing & Mfg. Co., Manchester, N. H.
Cortland Spec. Co., Cortland, N. Y.,
Dixon Crucible Co., Jos., Jersey City.
Fry, Keyser, Reading, Pa.
Hall-Thompson Co., Hartford, Conn., "Wonder Worker."
Harris Calorific Co., Cleveland, O.
Krembs & Co., Chicago, "Fluxine."
National Cement & Rubber Co., Toledo, O.
North American Smelting Co., Phila., Pa., "Crescent Brand" (Solder).
Phillips-La Fitte Co., Philadelphia, Pa., "Unifonte" Brazing Plates for brass and copper.
Schneider, Emil, Newark, N. J.
Standard Brazing Co., Boston, Mass., "Tichon."
Standard Mfg. Co., Chicago, "Superior."
Stewart Aluminum Compound Co., Pittsburgh, Pa.
Taber, A. T., Corona, Cal., "Kast-Iron."
Universal Fluxine Co., Urbana, O., "Acme."
Westinghouse Elec. & Mfg. Co., Pittsburgh

COMPOUNDS, Cleansing (for removing Oil & Grease from Motor Parts).

Oakley Chemical Co., New York City.

COMPOUNDS, Cylinder Cleaning.

Adams & Elting Co., Chicago, Ill.
Alvord Sales Co., Buffalo, N. Y. (Motor Tablets).
American Carboneter Co., Chicago.
American Oil Products Co., Buffalo, N. Y., "Opco."
Atlas Auto Supply Co., Chicago, "Destroy O."
Bowling Green Sales Co., Brooklyn, N. Y., "Ball."
C. R. Auto Supply Co., Ottawa, Kas., "Carbon-Fly."
Carbolide Chem. Co., Monrovia, Md.
Carbon Cleaning Compound Co., St. Louis, Mo., "Four Sees."
Carbon-Not Chemical Co., New York.
Carbon-Nit Co., Clinton, Ia., "Jevite."
Carborundum Co., Niagara Falls.
Century Foundry Co., Inc., Syracuse, N. Y., "Heusel."
Cortland Auto Supply Co., Cortland, N. Y., "Corasco."
Crystal Oil & Paint Co., Cleveland.
Cyclone Co., Greenwich, Conn.
Crimo Co., St. Joseph, Mo.
Detroit Mechanical Starter Co., Detroit, "Skiddo."
Detroit Varnish Co., Detroit, Mich., "Rogers."
Eastern Carbon Remover & Chem Wks., Washington, D. C.
Ever Ready Mfg. Co., St. Louis, Mo.
Flash Mfg. Co., Zanesville, Ohio. "Decarboniser."
French Compression Fluid Co., Pasadena, Cal.
French Liquid Carbon Remover Co Los Angeles, Cal.
Grahamoline Products Co., Wilkesbarre, Pa., "Lightning."
Grant Mfg. Co., Louisville, Ky., "Laxine."
Graspit Mfg. Co., Chicago.
Hall-Thompson Co., Hartford, Conn "Magic," "Wonder Worker."
Hannum Chem. Co., W. H., Cleveland, O.
Hazen Brown Co., Boston, "Carbon Scoot."
Hollingshead Co., R. M., Camden, N. J., "Whiz."
Interstate Mfg. Co., Inc., Williston, Mass.
Imp Carbon Chaser Corp., N. Y.
Johnson & Son, S. C., Racine, Wis.
Korine Carbon Remover Co., Boston
Krembs & Co., Chicago, Ill., "Purgcarbon."
Lakewood Chemical Co., Cleveland. "Autopower."

Latolian Mfg. Co., Clinton, Ia.
Liberty Chemical Co., N. Y., "De Carbo" (Tablets).
McCormick Mfg. Co., Dayton, O., "Enginstone."
McCullough & Son, J. H., Philadelphia, Pa., "Peerless."
Milwaukee Auto Spec. Co., Milwaukee ("Radium" Decarbonizer).
Motor Bath Co., Glasgow, Ky.
Moto-Motor Tonic Co., Wichita, Kansas.
Mound City Oil & Sup. Co., St. Louis, "M. C. Karbinge."
Murphy Mfg. Co., Sioux City, Ia., "Cam."
National Auto Spec. Mfg. Co., Tama, Ia., "Blitzen."
New England Karbonoid Co., Boston, "Karbonoid."
Noncarbene Co., New York.
Northwestern Chemical Co., Marietta, O.
Oakley Chemical Co., New York City.
Ohio Refining Co., Cleveland, "Expandolene."
Orolo Mfg. Co., Louisville, Ky.
Parham-Goudy Co., St. Louis, Mo.
Perfection Carbon Remover, Cincinnati, O., "Wisdom."
Prest-O-Lite Co., Indianapolis, Ind.
Rogers Chem. Co., Rogers, Ark., "Hydro-Carbon Oil."
Rogers & Rogers, Buffalo, N. Y.
Saries Mfg. Co., Decatur, Ill., "Power-O."
Southerland & Co., P., Boston, Mass., "Velvet."
Stinson & Co., H. X., New York, "Jackbow."
United Products Mfg. Co., Chicago, "Gasolette."
Van Tilburg Oil Co., Minneapolis, Minn., "Wang." "Car-bon-go."
Wadsworth-Howland Co., Chicago, Ill., "Jewel."
Way-A-Head Mfg. Co., Kansas City, Mo.
White Mfg. Co., Cincinnati, "Gaso-Tonic" (Carbon preventer).
Wilkes & Grant Co., Louisville, Ky., "O-Lax."
Willits Auto Accessory Mfg. Co., Alexis, Ill., "Car-bo-net."
Worko Co., Racine, Wis.
Yost Mfg. Co., J. L., San Francisco.
Perkins-Campbell Co., The, Cincinnati, O., "Percama."

COMPOUNDS, Glass Wind Shield, for keeping glass clear in fog.

Atlas Auto Supply Co., Chicago, "See-Kleer."
B. & B. Mfg. Co., Cleveland, O., "Bacher."
Claro Co., San Francisco, Cal.
Durkee-Atwood Co., Minneapolis.
Forbes Glass Cleaner Co., B. P., Cleveland, "Glas-brite."
Gorman Co., J. P., New York, "Ever Clear."
Hall-Thompson Co., Hartford, Conn., "Wonder Worker."
Hazen Brown Co., Boston, "Clear Glass."
Hollingshead Co., R. M., Camden, N. J., "Kleer Glass."
McGuiness, J. J., Waterbury, Ct. (Comb. Pad).
Motor Car Equipment Co., New York, "Glasso."
Northern Laboratories, Chicago.
Old Roman Solder Co., New York, "Kleerspot."
Sole Mfg. Co., N. Y., "C-Clear."
Utility Mfg. Co., Des Moines, Ia., "Cristalene."
Van Tilburg Oil Co., Minneapolis, "Wang."

COMPOUNDS, Iron Filling (for Repairing Cracks in Castings)

American Radiator Co., Chicago, Ill., "Ideal."
Bowen's Son, S., Phila., Pa., "Pecora."
Central Fdry. Supply Co., Columbus, O., "C-Mend-Um."
Clark Cast Steel Cement Co., Shelton, Conn.
Johns-Manville Co., H. W., New York, N. Y., "Leak-No."
Obermayer Co., S., Cincinnati, O., "National."
Old Roman Solder Co., New York.
Otley Mfg. Co., Chicago, Ill., "Eureka."
Shelton Metallic Filler Co., Derby, Conn.
Smooth-On Mfg. Co., Jersey City, N. J.
Standard Purchasing Co., New York City "Old Roman," "Fireless."
Taylor & Co., J. H., Montclair, N. J., "Eureka."
Turner Mfg. Co., J. S., Lowell, Mass., "Hold-Tight."
United States Gutta Percha Paint Co., Providence, R. I., "Rice." "Adamant."
Wilhelm Co., A., Reading, Pa., "Stick-to."

COMPOUNDS, Radiator Cleansing.

American Oil Products Co., Buffalo, N. Y., "Opco" (Radiator Oil).
C-R Supply Co., Ottawa, Kans., "Radi-No-Leak."
Cortland Spec. Co., Cortland, N. Y., "Banner."
Field Auto Compound Mfg. Co., Auburn, Me.
Gilmer, Jr., G. Walker, Philadelphia, Pa., "Skalout."
Hall-Thompson Co., Hartford, Conn., "Wonder Worker."
Hannum Chem. Co., W. H., Cleveland, O., "Prevento."
Milwaukee Auto Spec. Co., Milwaukee "Decarbonizer."
Northwestern Chemical Co., Marietta, Ohio, "Skalex."
Southerland & Co., Boston, Mass., "Velvet."
Straus Boilerine Co., New York.
Wills Chemical Co., Wheeling, W. Va., "Radiatol."

COMPOUNDS, Radiator Repairing.

Arnold, N. B., Brooklyn, N. Y., "Slikup."
Auto Parts Co., Providence, R. I., "Apco."
Auto Products Mfg. Co., Buffalo, N. Y., "Sta-Fix."
B. A. T. Company, Phila., "Panther."
C. & C. Co., Auburn, Me., "Field."
C. R. Auto Supply Co., Ottawa, Kas., "Radi-No-Leak."
Crum Mfg. Co., Ottawa, Kans., "Radi-No-Leak."
Dayton Inner Tire Co., Dayton, O.
Dunton, M. W., Providence, R. I., "Black Diamond."
Durkee-Atwood, Minneapolis, Minn., "Rie Nie."
Hall-Thompson Co., Hartford, Conn. "Wonder Worker."
Jones Auto Supply Co., Oakland, Cal., "Stop-A-Leak."
Milwaukee Auto Spec. Co., Milwaukee, "Stop Leak."
Nemo Chemical & Paint Mfg. Co., Minneapolis, Minn.
Northwestern Chemical Co., Marietta, Ohio, "Se-Ment-Ol."
Olin Specialty Co., Chicago, Ill.
Radico Mfg. Co., Springfield, Mass.
Radiator Fix. Co., New York, "Rad-Fix."
Rub-On Mfg. Co., Buffalo, N. Y., "Sta-Fix."
S. B. R. Specialty Co., East Orange, N. J., "Smooth On."
Taylor & Bro., J. H., Montclair, N. J.
Van Cleef Bros., Chicago, "Dutch."
Van Tilburg Oil Co., Minneapolis, Minn., "Wang."
X Laboratories, Boston, Mass.
Z. & A. Mfg. Co., Hazleton, N. D.

COMPOUNDS, Silver Plating.

Atlas Auto Supply Co., Chicago, "Silver-Quick."
Durkee-Atwood Co., Minneapolis, "Rie Nie."
Justice Co., A. R., Phila., "U-Kan-Plate."
National Silver Plating Laboratories, New York, "Naspel."
Northwestern Chemical Co., Marietta, Ohio, "Sil-Ver-Ol."
Pillsbury Mfg. Co., Minneapolis Minn., "White Way."
Van Tilburg Oil Co., Minneapolis, Minn., "Wang."

COMPOUNDS, Starting, Gas Engine.

Milwaukee Auto Spec. Co., Milwaukee, Wis., "Polar."
Quixtart Chem. Co., Prov., R. I.

COMPOUNDS, Steel Cleansing for preventing rust under paint.

American Chemical Paint Co., Phila., (Deoxidine).

COMPOUNDS, Tire Cleaning.

Lawrence-McFadden Co., Phila.

COMPOUNDS, Tire Filling.

Airease Tire Filler Co., Wash., D. C.
Am. Kushion Kore Tire Co., Buffalo.
Am. Mfg. & Distributing Co., Louisville, "Prest-O-Seal."
Auto Tire Brokerage Co., Chicago, "Pacemaker."
Bettern-Air Co., Philadelphia, "Bettern-Air."
Boska Mfg. Co., Inc., Highland, N.Y.
Chemical Rubber Co., Chicago.
Crew, Levick Co., Phila.
Dahl, Punctureless Tire Co., Minneapolis.
Essenkay Products Co., Chicago.
Eseride Filler Co., New Orleans.
Fiber Mfg. Co., Denver, Col., "Joy Ride."
Gauer, Blaylock & Co., Baltimore, "Plugit."
Hulshizer, A. C., Phila., Pa., "Betternair."
Illinois Tire Filler Co., Chicago.
Leekure Co., New York.
Miller Silencer Co., Washington, D. C.
Mindease Co., Louisville, Ky.
Nat'l. Rubber Tirefiller Co., Midlothian, Texas (Rubber Sections).
Newmastic Tire Co., New York.
No Puncture Co., Ashland, O.
Original Puncturefex Co., Marion, O.
Page & Co., F. M., Lynn, Mass., "P. & P."
Puncture Proof Co., Louisville, Ky.
Rol-O Punctureless Tire Co., New Orleans.
Schofield Laboratories Co., Kansas City, Mo., "Styto."
S. & H. Supply & Mach'y Co., Denver, "A B C."
Tireoid Co., Chicago (Tire Sealer).
United Puncterine Co., Detroit, "Puncturine."
Vogel Co., Joseph A., Wilmington, Del., "Jovo."
Washburn Purizene Co., Providence, R. I., "Seal-Em."
Woodbridge Chemical Co., N. Y., "Air-in-Al."
ZiLio Puncture Proof Tire Co., Chicago.

COMPOUNDS, Tire Preserving.

American Para Rubber Co., St. Louis, Mo., "Paruco."
Arnold, N. B., Brooklyn, N. Y., "Slikup."
Arnstein, Inc., E., Chicago.
Atlas Rubber Co., Chicago, "Nu Life."
Atlas Auto Supply Co., Chicago, "Preservo."
"Preservo."
French & Co., S. H., Philadelphia, Pa., "Whitire."
Hall-Thompson Co., Hartford, Conn.
Hazen-Brown Co., Boston, "Nu Tread."
Henderson Bros. Rye, N. Y., "Tyr-Lube."
Johns-Manville Co., H. W., N. Y. (Sole Selling Agents), "Tire-New."
Koochark Rubber Co., St. Louis, "Tire Life."
Leaderer, S., Phila., "Savatire."
Northwestern Chemical Co., Marietta, O., "Tire-Lac."
Peters Co., H., Chicago.
Rodman Chemical Co., East Pittsburg, Pa., "Carbo."
Rubber Goods Supply Mfg. Co. Akron.
Sherwin Williams Co., Cleveland, "Tire Coat."
Rubberset Co., Newark, N. J.
Security Reliner Co., Montgomery, N. Y.
Standard Tire & Rubber Co., Boston (Sole Selling Agents).
Van Cleef Bros., Chicago, "T're Brite."
Van Tilburg Oil Co., Minneapolis, "Wang."
Wadsworth-Howland Co., Chicago, Ill., "Jewel."

COMPOUNDS—Tire Repairing.

American Para Rubber Co., St. Louis, Mo.
American Rubber & Tire Co., Akron.
Atlas Auto Supply Co., Chicago, "Tire-Doh."
Gem City Vulcanizing Co., Dayton, O., "U-Vulk."
Gorman Co., J. P., New York, "Tite Wad."
Johns Manville Co., H. W., N. Y. (Selling Agent), "Narco."
Johnstown Rubber Co., Johnstown, Pa., "Jiffy Shoe Mend."
Lee Tire & Rubber Co., Conshohocken, Pa., "Sure Lee."
Mattson Rubber Co., Lodi, Bergen County, N. J.
Premier Elec. Co., Chicago, "Peco."
Security Co., Pittsburgh, Pa.
Sussex Rubber Co., Rutherford, N. J.
Tingley & Co., Chas. O., Rahway, N. J., "C. O. T."
United States Tire Co., New York.
Wolverine Leather Goods Co., Detroit, "Fix-O-Leak."

COMPOUNDS, Valve Grinding

Auto Equipment Co., East Orange, N. J., "Eureka."
Auto Parts Co., Providence, R. I., "Apco."
Carborundum Co., Niagara Falls.
Clover Mfg. Co., Norwalk, Conn.
Crescent Mfg. Co., New York.
Durkee-Atwood, Minneapolis, Minn., "Rie Nie."
Faw, Inc., J. H., New York.
Gray Specialty Co., Newark, N. J.
Hall-Thompson Co., Hartford, Conn., "Wonder Worker." "Quick-Kut."
Hazen-Brown Co., Boston, "Valve Grindo."
Hollingshead Co., R. M., Camden, N. J., "Whiz."
Lightning Valve Comp. Mfg. Co., Cornish Flat, N. H.
Lunkenheimer Co., The, Cincinnati, O.
Northwestern Chemical Co., Marietta, Ohio, "Pioneer." "Norwesco."
National Valgrinok Co., Newton, Mass., "Valgrinok."
S. B. R. Specialty Co., East Orange, N. J., "Rapidcut."
Smith Mch. Wks., Winton L., Newark, N. J., "Perfect."
Smooth Cut Powder Co., Flint, Mich.
Stewart & Co., New York, "Gryndym."
Van Tilburg Oil Co., Minneapolis Minn., "Wang."

COMPOUNDS, Waterproofing.

Durkee-Atwood, Minneapolis, Minn. "Rie Nie."
Frey Mfg. Co., Chicago, "Protexacar."
Mansfield Mfg. Corp., Syracuse, N. Y., "Never-Leak."
Price Tire & Water Proofing Co., Poughkeepsie, N. Y., "Perfectite."
Robeson Preservo Products Co., Port Huron, Mich.
Rub-On Mfg. Co., Buffalo, N. Y.

COMPOUNDS, Welding

Cortland Spec. Co., Cortland, N. Y., "Banner," "Excelsior."
Dingee Monty H., Lynchburg, Va., "Sparger's."
Krembs & Co., Chicago, "Weldine."
Stewart Aluminum Compound Co., Pittsburgh, Pa.
Universal Fluxine Co., Urbana, O.

COMPRESSORS — See following heads:

Compressors, Air—See Pumps and Air Compressors.
Compressors, Burned Gas.
Compressors, Piston Ring.

COMPRESSORS, Burned Gas.

Gray-Hawley Mfg. Co., Detroit.

COMPRESSORS, Piston Ring.

Morgan Mfg. Co., Newport, R. I.

COMPRESSOMETERS—See Gauges, Cylinder Compression.

CONDENSERS, for use on Radiators

Hickey Condenser Co., San Francisco.

CONDUITS, Fabric.

ALPHADUCT CO., 184 Cater Ave., Jersey City, N. J.
American Circular Loom Co., New York, N. Y.
American Conduit Mfg. Co., Pittsburgh, Pa., "Wireduct."
National Metal Molding Co., Pittsburgh, Pa., "Auto-Flex."
Tubular Woven Fabric Co., Pawtucket, R. I., "Duraduct."

CONES. Ball—See Cups and Cones

CONNECTORS — See following heads:

Connectors, Battery Wire.
Connectors, Hose—See Clamps, Hose.
Connectors, Tire Pump—See Nipples, Tire Pump.

CONNECTORS, Battery wire

American Ever Ready Wks. of the National Carbon Co., Long Island City, N. Y., "Bull-dog."
Barcy & Nicholson, Detroit, Mich.
Bailey Co., W. J., Newark, N. J., "C. B."
Bliss-Chester Co., Providence, R. I., "Duplex."
Breaznell, J. H., Brooklyn, N. Y.
Chicago Electric Mfg. Co., Chicago, "Handy"
Fahnestock Electric Co., Long Is. City, N. Y.
Fitzgerald Mfg. Co., Torrington, Conn.
Grossman Mfg. Co., Emil, Brooklyn, N. Y., "Holdfast."
Hammond Mfg. Co., Passaic, N. J., "Argus."
Harvard Elec. Co., Chicago, Ill.
Herz & Co., New York.
Hi-Po Waterproof Battery Corp., Brooklyn, N. Y.
Interstate Elec. Novelty Co., B'klyn.
Knoblock-Heidemann Mfg. Co., South Bend, Ind., "Quick-Action."
Lemke Elec. Co., Milwaukee, "L. B."
Lockwood Ash Motor Co., Jackson, Mich "L-A."
MANHATTAN ELECTRICAL SUPPLY CO., 17 Park pl., New York, "Mesco," "Sta There," "Midget."
METAL SPECIALTIES MFG. CO., INC., 730-738 W. Monroe st., Chicago, Ill.
MORSE, FRANK W., Boston, Mass.
Michigan Motor Specialties Co., Detroit, Mich., "Beeco."
Rosen Co., A. W., New York, "Rosco."
Sherman Mfg. Co., H. B., Battle Creek, Mich.
Simplex Auto Spec. Co., Detroit, "Boltons," "Perfecto."
Stackpole Carbon Co., St. Marys, Pa., "Mills."
Stevens & Co., New York, "Securo."

CONNECTORS AND TERMINALS, Wire.

American Ever Ready Wks. of the National Carbon Co., Long Island City, N. Y.
Bailey Co., W. J., Newark, N. J., "C. B."
Barcy & Nicholson Detroit, Mich.
Bliss-Chester Co., Providence R. I., "Duplex."
Bosch Magneto Co., New York.
Breaznell, J. H., Brooklyn, N. Y.
Briggs, W. H., Richmond Hill, N. Y.
Champion Spark Plug Co., Toledo, O., "J-D."
CHICAGO ELEC. MFG. CO., 28th & Halstead Sts., Chicago, Ill., "Amco," "Handy," "Slip Light."
Climax Motor Devices Co., Cleveland.
Clum Mfg. Co., Milwaukee, Wis.
Cole & Co., Henry, Boston, Mass.
Connecticut Telephone & Electric Co., Meriden, Conn.
Elk Mfg. Co., New York.
Fahnestock Elec. Co., Long Is. City.
Fitzgerald Mfg. Co., Torrington, Ct.
French Mfg. Co., Waterbury, Conn.
Grossman Mfg. Co., Emil, Brooklyn, N. Y.
Harvard Elec. Co., Chicago, "Handy."
Herz & Co., New York.
Johns-Manville Co., H. W., N. Y.
Lemke Elec. Co., Milwaukee, Wis.
METAL SPECIALTIES MFG. CO., INC., 730-738 W. Monroe st., Chicago, Ill.,
Michigan Motor Specialties Co., Detroit, Mich., "Beeco."
MORSE, FRANK W., Boston, Mass., "Eureka."
Mosler & Co., A. R., Mt. Vernon, N. Y., Schrap Rubber.
Rajah Auto Supply Co., Bloomfield, N. J., "T. G. L."
Randall-Faichney Co., Boston, "MacKae."
Reliable Elec. Co., Chicago, Ediswan type, "Acme."
Rosen & Co., A. W., New York, "Rosco."
Sherman Mfg. Co., H. B., Detroit.
Sloan Engrg. Co., Brooklyn, N. Y.
Superior Metal Products Co., Elyria, Ohio.
Vesta Accumulator Co., Chicago, Ill.
Warne-Douglas Co., Bronson, Mich.
Western Elec. Co., New York.

CONTROLLERS — See following heads:

Controllers, Clutch.
Controllers, Electric Lighting.
Controllers, Electric Motor; for varying speed of Electric Autos.
Controllers, Electric, for Garage Compressors.

CONTROLLERS, Clutch.

Lewi Clutch Control Co., Albany, NY.

CONTROLLERS, Electric Light.

American Battery Co., Chicago, "A B C O" (for Ford cars).
Badger Brass Mfg. Co., Kenosha, Wis.
Detroit Starter Co., Detroit, "Constolite."
Henry's Headlight Improver Co., Plattsburgh, N. Y.
J. & B. Mfg. Co., Pittsfield, Mass.
Jefferson Elec. Mfg. Co., Chicago.
Universal Motor Products Co., Indianapolis, Ind.
WARD LEONARD ELECTRIC CO., Mt. Vernon, N. Y.

CONTROLLERS, Electric Motor

(For varying speed of elec. autos).)
Cutler-Hammer Mfg. Co., Milwaukee.
General Elec. Co., Schenectady, N. Y.
Westinghouse Elec. & Mfg. Co., Pittsburg, Pa.

CONTROLLERS, Electric, for Garage Compressors.

United States Air Compressor Co., Cleveland, O.

CONVERTERS — See following heads:

Converters, Battery Charging—See Charging Outfits.

COOKING OUTFITS — See Kits — Lunch.

COOLERS—See Radiators, Water Cooling.

CORD, Flexible.

American Elecl. Wks., Phillipsdale, R. I.
American Steel & Wire Co., Chicago.
Ansonia Elecl. Co., Ansonia, Conn.
Belden Mfg. Co., Chicago.
Benedict & Burnham Mfg. Co., Waterbury, Conn.
Bishop Gutta Percha Co., New York.
Indiana Rubber and Insulated Wire Co., Jonesboto, Ind.
Marion Insulated Wire & Rubber Co., Marion, Ind.
McElroy, C. H., Lowell, Mass., "Duro."
Moore, Alfred F., Philadelphia, Pa.
National India Rubber Co., Bristol, R. I.
Okonite Co., New York, N. Y.
Premier Elec. Co., Chicago.
Roebling's Sons Co., John A., Trenton, N. J.
Runzel-Lenz Mfg. Co., Chicago.

Western Electric Co., New York.

CORK, Brake and Clutch Inserts.

Armstrong Cork Co., Pittsburgh.
Cork Insert Co., Boston, Mass.
Diamond Cork Co., New York.
Mundet & Son, L., Brooklyn, N. Y.
Paddock Cork Co., Brooklyn, N. Y.
Spanish American Cork Co., Baltimore, Md.

COTTER PINS—See Pins, Cotter or Split Key.

COTTER PIN EXTRACTORS.

Mossberg Co., F., Attleboro, Mass.
Syracuse Wrench Co., Syracuse, N. Y., "R. S."

COTTON, Sea Island and Egyptian.

Manhasset Mfg. Co., Providence, R. I.

COUCHES, Repair; for use under autos.

Australia Mfg. Co., Lawrence, Mass.
Auto Folding Sub Car Co., Zanesville, O.
Brown Co., Syracuse, N. Y., "Auto Creeper."
Faw, J. H., Inc., New York.
Metal Stamping Co., Long Island City, N. Y.
Milwaukee Auto Spec. Co., Milwaukee, "Masco."
Moeschl-Edwards Corrugating Co., Inc., Covington, Ky., "Mecca Creeper."
Motor & Mfg. Works Co., Geneva, N. Y.
Portland Garage Co., Portland, Me.
Reliance Mch. Co., Anderson, Ind.
Rice & Dayton Mfg. Co., Cedar Falls, Ia., "R. S."
Simplex Auto Spec. Co., Detroit.

COUPLINGS—See following heads.

Couplings, Hose—See Clamps, Hose.
Couplings, Pipe—See Fittings, Pipe.
Couplings, Solderless Compression.

COUPLIRGS, Solderless Compression.

American Injector Co., Detroit.
Edelmann & Co., E. Chicago.
Greer, Frederic, Chicago, Ill.
IMPERIAL BRASS MFG. CO., 584 S. Racine ave., Chicago, Ill.
Lavigne Mfg. Co., Detroit.
Michigan Lubricator Co., Detroit.
Nelson Mfg. Co., A., Chicago.
Osborne & Stephenson Mfg. Co., Plainville, Conn.
Porter, W. S., & Co., Chicago, Ill.
Stevens & Co., New York.
Western Brass Mfg. Co., Chicago.

COVERS—See following heads:

Covers, Anti-Freezing—See Covers, Radiator.
Covers, Automobile.
Covers, Engine—See Covers, Radiator.
Covers, Joint, Steering Knuckle.
Covers Magneto, Lamp, Steering Knuckle Joints and Steering Wheels.
Covers, Motor—See Hoods, Motor.
Covers, Oil Hole.
Covers, Radiator.
Covers, Seat—See Covers, Slip and Top; see also Tops.
Covers, Slip and Top—See also Tops.
Covers, Steering Wheel. See Covers, Magneto, Lamp, etc.
Covers, Tire, for enclosing spare tires.
Covers, Wire Wheel.

COVERS, Automobile.

American Karbel Co., Jonesboro, Ark.
Atlas Specialty Mfg. Co., Chicago.
Auto Cover Co., New York.
B. E. Mfg. Co. New York "Bemco."
Cleveland Akron Bag Co., Cleveland, O.
Crown Paper & Bag Co., Jackson, Mich., "Jackson."
Dafoe Eustice Co., Detroit.
Fulton Bag & Cotton Mills, Atlanta, Ga., "Shuredry."
Gilbert Mfg. Co., New Haven, Conn
Greater N. Y. Auto Cover Co., N. Y.
Holcomb Co., The, New Haven, Ct.
Hopewell Bros., Newton, Mass.
Humphreys Sons, R. A., Phila., Pa.
Jackson Cover & Bag Co., Jackson, Mich.
Kennedy Car Liner & Bag Co., Shelbyville, Ind.
Nathan Novelty Mfg. Co., N. Y.
National Tent &Awning Co., Detroit.
Niagara Fabric Mfg. Co., New York.
Premier Auto Novelty Mfg. Co., Inc., New York
Reach Textile Co., A. L., Boston.
Royal Textile Co., Boston.
Safepack Paper Mills, Brockton, Mass.
Upson & Walton Co., Cleveland.
Washington Rubber Bag Co., N. Y.
Wiley & Son, Co., Wm. H., Hartford.
Wisconsin Auto Rad. & Hood Cover Co., Milwaukee, "Slip-Over."

COVERS, Lamps, Steering Knuckle Joints and Steam Pipes

Allen Auto Spec. Co., New York.
Atlas Spec. Mfg. Co., Chicago.
Bailey Co., R. B., Los Angeles, Cal.
Baltimore Buggy Top Co., Baltimore, Md. (Lamp).
Bauer-Lewis Co., Detroit.
Bohnet & Co., John, Lansing, Mich.
B. E. Mfg. Co., New York, "Bemco."
Carter Co., Geo. R., Connersville, Ind.
Dafoe, Eustice Co., Detroit, "Duk-Bak."
Economy Stay Co., St. Louis, Mo.
Detroit Leather Wks., Detroit.
Feeser Co., Frank S., Indianapolis, Ind., "Superior."
Gates-Osborn Mfg. Co., Marshalltown, Ia. (Lamps).
Gifford, John A., N. Y., "Tompkins."
Gilbert Mfg. Co., New Haven, Conn.
Graton & Knight Mfg. Co., Worcester, Mass.
Hager & Son, Chas., New York.
Hoover C., W. H., New Berlin, O.
Hopewell Bros., Newton, Mass.
Horstman Auto Top Co., Cleveland.
Jenkins Auto Spec. Co., Sumter, S. C.
Johnson & Co., W. L., Endicott, N. Y.
Landers Bros. Co., Toledo, O.
Leather Products Co., Cincinnati.
McDonald Bros., Inc., Seattle, Wash.
Norris, R. Milton, Baltimore, Md.
Niagara Fabric Mfg. Co., New York.
Nathan Novelty Mfg. Co., New York.
Perkins-Campbell Co., Cincinnati.
Peirce Mfg. Co., Los Angeles, "Western."
Premier Auto Novelty Mfg. Co., Inc., New York.
Racine Buggy Top Co., Racine, Wis.
Reinhold Belting & Supply Co., Brokolyn, N. Y.
Rhodes, W. C., Philadelphia, Pa.
Smith & Son, James, Brooklyn, N. Y.
Springfield Harness Co., Springfield, Mass.
Stevens & Bro., A. A., Chicago.
Sutherland Co., F. L., Detroit.
Vehicle Top & Supply Co., St. Louis, Mo., "Vesco."
Voorhees Rubber Mfg. Co., Jersey City, N. J.
Wiley & Son Co., Wm. H., Hartford.

COVERS, Oil Hole.

American Injector Co., Detroit, Mich., "Packard."
Bay State Stamping Co., Worcester, Mass., "Bennett," "Handy."
Bowen Mfg. Co., Auburn, N. Y.
Detroit Lubricator Co., Detroit.
Greer, Frederic, Chicago, Ill.
Ideal Brass Co., Indianapolis.
Tucker, C. F. & W. Hartford, Ct.
Whitehouse, Le Compte Mfg. Co., Newark, N. J.
Winkley Co., Detroit, Mich.

COVERS, Radiator.

Allen Auto Specialty Co., New York.
Atlas Spec. Mfg. Co., Chicago.
Auto Cape Top Co., Chicago.
Auto Parts Co., Providence, R. I.
B. E. Mfg. Co., New York, "Bemco."
Bondy Mfg. Co., Cleveland, O.
Cisler & Serson, Chicago.
Dafoe, Eustice Co., Detroit.
Gilbert Mfg. Co., New Haven, Conn.
Gilliam Mfg. Co., Canton, O.
GORDON CO., THE J. P., Columbus, O.
Johns-Manville Co., H. W., New York, N. Y.
Knapp Co., A. C., Detroit, Mich.
McClellan, Charles P., Fall River, Mass., "No-Freeze."
N. E. Auto Top Co., Boston.
Niagara Fabric Mfg. Co., New York.
Peters & Herron Dash Co., Columbus, O., "Invincible."
Phillips Auto Seat Cover Co., N. Y., "Sure Fit."
Premier Auto Novelty Mfg. Co., Inc., New York, "Stayon."
Premier Auto Novelty Mfg. Co., Inc., New York, "Stayon."
Robinson Radiator Wind Shield Co., Chicago.
Sinsheimer, Allen S., Chicago.
Simon & Co., S. C., Phila., Pa.
Smith, The, H. Lund Co., Paterson, N. J.
Standard Auto Top Co., Phila., Pa.
Warner Auto Top Co., Cincinnati.
Washington Rubber Bag Co., N.Y.C.
Webb-Jay Insulator Co., Chicago.
Wisconsin Auto Rad. & Hood Cover Co., Milwaukee.

COVERS, Spring.

Woodworth Mfg. Corp., Niagara Falls.
Jeavons Co., A. N., Cleveland, O.

COVERS. Slip and Top—See also Tops.

Asco Mfg. Co., N. Y., "Asco."
Atlanta Auto Top & Trimming Co., Atlanta, Ga.
Auto Cape Top Co., Chicago.
Auto Parts Co., Providence, R. I.
Birmingham Auto Top Co., Birmingham, Ala.
B. E. Mfg. Co., New York, "Bemco."
Buffalo T. & T. Co., Inc., Buffalo.
Buob & Schew, Cincinnati, O.
Central Auto Top Co., Indianapolis
Cook Motor Vehicle Co., St. Louis.
Cutter, J. Frank, Cambridge, Mass
Dafoe, Eustice Co., Detroit.
Empire Auto Top Co., New York.
Gates Mfg. Co., Indianapolis, Ind.
Globe Seat Cover Co., Racine, Wis.
Glover Equipment Co., Indianapolis.
GORDON CO., THE J. P., Columbus, O.
Hammond Co., Passaic, N. J., "Presto-Top Hoods."
Indianapolis Dash Co., Indianapolis.
Iroquois Auto Top Co., Utica, N. Y.
Knapp Co., A. C., Detroit, Mich.
McAvoy Co., M. I., Racine, Wis., "Quality."
Nathan Novelty Mfg. Co., New York.
National Auto Top Co., New York
N. E. Auto Top Co., Boston.
N. J. Auto Top Mfg. Co., Newark.
N. Y. Auto Equipment Co., Inc., N. Y.
Niagara Fabric Mfg. Co., New York.
Paterson Vehicle Co., Paterson, N. J.
Perkins-Campbell Co., Cincinnati, "Upholst-Overs."
Peters & Herrion Dash Co., Columbus, O., "Invincible."
Phillips Auto Seat Cover Co., New York, "Sure Fit."
Premier Auto Novelty Mg. Co., Inc., New York, "Universal," "Ideal," "Nonpareil."
Rhodes, W. C., Philadelphia, Pa.
Smith, H. Lund, Paterson, N. J.
Snow Moss Co., New York.
Springfield Harness Co.,Springfield, Mass.
Standard Auto Top Co., Phila., Pa.
Sterling Top & Equipment Co., New York.
Teel Mfg. Co., Medford Mass.
Vetter Auto Top Co., New York.
Walker & Co., Inc., Alfred J., New York.
Warner Auto Top Co., Cincinnati.
Washington Rubber Bag Co., N. Y. C.
WISCONSIN AUTO TOP CO., 1519 17th st., Racine, Wis., "Badger."

COVERS, Tire; for enclosing spare tires.

Allen Auto Specialty Co., New York.
Atlas Spec. Mfg. Co., Chicago, "Easy Lock," "Howard," "Snug Fit."
B. E. Mfg. Co., New York, "Bemco."
Dafoe, Eustice Co., Detroit.
Gaulois Tires Corp., New York.
Gilbert Mfg. Co., New Haven, Conn. "Diamond." "Service."
GORDON CO., J. P., Columbus, O., "Easy On," "Jewel."
Hopewell Bros., Newton, Mass. "Hopewell." "Russell."
Howe Tire Cover Co., Detroit.
Nathan Novelty Mfg. Co. New York
N. E. Auto Top Co., Boston.
Niagara Fabric Mfg. Co., New York, "Niagara," "Fitswell," "Interlock," "Spring Flap."
Perkins Campbell Co., Cincinnati.
Peters & Herron Dash Co., Columbus, O., "Invincible."
Premier Auto Novelty Mfg. Co., Inc., New York, "Spring-on," "Madewell," "Interlock," "Lock-flap."
Smith Co., The, H. Lund, Paterson, N. J.
Springfield Harness Co., Springfield, Mass.
Standard Auto Top Co., Phila., Pa.
Washington Rubber Prod. Mfg., N. Y. C.

COVERS, Wire Wheel.

Allen Auto Spec. Co., N. Y.
B. E. Mfg. Co., New York, "Bemco."
Gilbert Mfg. Co., New Haven, Conn
GORDON CO., J. P., Columbus, O.

CRADLES, For lifting car off floor, thus doing away with Pit

Yale & Towne Mfg. Co., New York, "Stone."

CRANES, Hoists and Chain Blocks.

Alben Co., Milwaukee, Wis.
Boston & Lockport Block Co., Boston.
Burr Mfg. Co., Cleveland.
Cameron Crane & Eng'g Co., Washington, N. J.
Canton Mach. & Fdry. Co., Canton, O.
Chisholm & Moore Mfg. Co., Cleveland, O., "Cyclone."
Dobbie Fdy. & Mach. Co., Niagara Falls, N. Y.
Ford Chain Block & Mfg. Co., Philadelphia, "Triboc."
Franklin Moore Co., Winsted, Conn.
Franklin Portable Crane & Hoist Co., Franklin, Pa.
Ginter, J. M., Wooster, O.
Harrington, Son & Co., E., Phila., "Peerless."
Hobbs, C. E., Boston.
Hunt, Ferris & Helm Mfg. Co., Harvard, Ill., "Star."
Ingersoll-Rand Co., New York, "Imperial."
Lafayette Eng'g Co., Lafayette, Ind.
Lane Bros. Block Co., Poughkeepsie, N. Y.
Milton & Son, L. G., Franklin, Pa.
Moore Co., Franklin, Winsted, Conn., "Acme," "Imperial."
Niles-Bement-Pond Co., New York.
N. J. Foundry & Mach. Co., New York, "Changeasy," "Delta."
Q. M. S. Co., Plainfield, N. J.
Round & Son, D., Cleveland, Ohio, "Weston," "Simplex."
Roger & Southworth, Lafayette, Ind.
Ryerson & Son, Jos. T., Chicago, Ill.
Sidney Elevator Mfg. Co., Sidney, O.
Speidel, . G., Reading, Pa.
Sprague Electric Co., New York.
Standardizing Co., New York, "Cameron."
Stone. Frank Porter, Chicago.
Union Elevator & Mch. Co., Chicago.
United Engine & Mfg. Co., Hanover, Pa., "Manley Hilite."
Wright Mfg. Co., Lisbon, O.
Yale & Towne Mfg. Co., New York
Zieg Mfg. Co., F. B., Fredericktown, O., "Panama."
Zin-Ho Mfg. Co., Chicago.

CRANKS, Safety Starting.

Albany Hardware Co., Albany, Wis., "Reeves."
Anti-Kick Crank Co., Kansas City.
Auto Safety Crank Co., Holyoke, Mass. (B. F. Perkins & Son, Mfrs.)
Brunn Co., Buffalo, N. Y., "Ever-Ready."
Eberhard Mfg. Co., Cleveland, O.
Eureka S. & S. Safety Crank Co., Ozone Park, "S. & S."
Gemco Mfg. Co., Milwaukee, Wis., "Gemco."
Hartford Suspension Co., Jersey City.
Kimball, R. H., Zanesville, O.
Konigslow Mfg. Co., Otto, Cleveland.
Lloyd & Inman, Fremont, O.
Litwiller Safety Auto Crank Co., Bloomington, Ill.
Lutz-Webster Eng'g Co., Phila.
Prosser Eng'g Co., Cleveland.
S. & S. Co., Ozone Park, N. Y., "Eureka."
Snow & Petrilli Mfg. Co., New Haven, Conn.
Stryker & Woessner, Huron, O., "Kant Kick."
Thompson Mfg. Co., Des Moines, Ia., "Kickless" (for Fords)).
Tomson & Co., P. C., Phila., "Royal."

CRANKSHAFTS—See also Forgings, Drop.

American & British Mfg. Co., Bridgeport, Conn.
Anderson Forge & Machine Co., Detroit, Mich.
Atlas Mfg. Co., Fostoria, O.
Auto Crankshaft Co., Detroit.
Autoparts Mfg. Co., Detroit, Mich.
Billings & Spencer Co., Hartford.
Carpenter Steel Co., Reading, Pa.
Driggs-Seabury Ordnance Corp., Sharon, Pa.
Erie Forge Co., Erie, Pa.
Fore River Shipbuilding Co., Quincy Mass.
Gill & Sons Forge & Mach. Co., P. H., Brooklyn, N. Y.
Hastings Motor Shaft Co., Jackson, Mich.
Jackson Motor Shaft Co., Jackson, Mich.
Jefferson Iron Wks. Co., Detroit.
Joliet Forge Co., Joliet, Ill.
Michigan Crankshaft Co., Lansing, Mich.
Moltrup Steel Products Co., Beaver Falls, Pa.
Muskegon Motor Specialties Co., Muskegon, Mich.
National Engrg. Co., Saginaw, Mich
Norton Grinding Co., Worcester, Mass.
Obenberger Co., John, Milwaukee.
Park Drop Forge Co., Cleveland.
Peninsular Auto Parts Co., Detroit.
Prosser & Son, Thomas, New York N. Y., "Krupp" (Importers).
Standard Connecting Rod Co., Beaver Falls, Pa.
Standard Gauge Steel Co., Beaver Falls, Pa.
Sundberg-Kropp & Co., Chicago, Ill
Tindel-Morris Co., Eddystone, Pa.
Universal Machinery Co., Milwaukee, Wis
Williams & Co., J. H., Brooklyn.
Wyman & Gordon Co., Worcester Mass., and Cleveland, O.

CREEPERS, Repair—See Couches.

CUPS—See following heads:

Cups and Cones, Ball.
Cups, Oil and Grease—See Lubricators, Oil and Grease Cup.
Cups, Priming, Spring Key.

CUPS AND CONES, Ball.

Acme Mfg. Co., New York.
Ashley Mach. Wks., Rochester, N. Y
Auto Parts Co., Providence, R. I., "Apco."
Bauer Machine Co., Jeffersonville, Ind.
Bearings Co. of America, N. Y., "Star."
Bossert Co., Utica, N. Y.
Boston Pressed Metal Co., Worcester, Mass.
Crosby Co., Buffalo, N. Y.
Defiance Screw Mch. Product Co., Defiance, O.
Detroit Screw Works, Detroit, Mich.
Edelmann, E., & Co., Chicago.
Gier & Dail Mfg. Co., Lansing, Mich.
Hartford Machine Screw Co., Hartford, Conn.
Ireland & Matthews Mfg. Co., Detroit, Mich.
Konigslow Mfg. Co., Otto, Cleveland.
Matthews, H. A., Mfg. Co., Seymour, Conn.
Matthews Mfg. Co., Worcester, Mass.
Mossberg Co., F., Attleboro, Mass.
Oakes Pressed Steel Co., Indianapolis, Ind.
Peninsular Milled Screw Co., Detroit.
Phillips Mfg. Co., R. B., Worcester, Mass.
Reese Machine & Tools Works, Plymouth, Pa.
Schweppe & Welt Mfg. Co., Detroit.
U. S. Automatic Co., Amherst, O.
Western Automatic Machine Screw Co., Elyria, O.
WHITEHOUSE, LE COMPTE MFG. CO., Newark, N. J.
Worcester Pressed Steel Co., Worcester, Mass.

CUPS, Priming, Spring Key.

Am. Brass & Iron Co., Detroit.
American Injector Co., Detroit.
Brass Products Co., Detroit, Mich.
Detroit Brass Works, Detroit.
Duryea, Chas. E., Reading, Pa., "Durtout."
Edelmann Co., E., Chicago, Ill.
Extension Primer Co., St. Louis.
Fidelity Brass Mfg. Co., Chicago.
Frasse & Co., Inc., Peter A., N. Y., "Britton."
Greer, Frederic, Chicago.
Hagstrom Bros. Mfg. Co., Lindsburg, Kas.
Hancock Mfg. Co., Charlotte, Mich.
Hedenberg, C. L., Madison, Ga. (for Fords).
Home Light Co., Chicago, Ill.
Ideal Brass Co., Indianapolis, Ind.
Ideal Brass Wks., Indianapolis.
IMPERIAL BRASS MFG. CO., 584 S. Racine ave., Chicago, Ill.
Lunkenheimer Co., Cincinnati, O.
Michigan Lubricator Co., Detroit.
Michigan Motor Spec. Co., Detroit. "Mich., "Becco."
Morgan Mfg. Co., B., Newport, R. I.
Penberthy Injector Co., Detroit, "Leakless."
Peninsular Brass Wks., Detroit, Mich.
Powell Co., Wm., Cincinnati.
Presbrey Co., The E. H., Inc., New York.
Standard Brass Works, Detroit.
Standard Gauge Co., Foxboro, Mass.
Swift Lubricator Co., Elmira, N. Y.
Utility Compressor Co., Detroit.
Williams Valve Co., D. T., Cincinnati, O.

CURTAIN—See following heads:

Curtain Holders, Door—See Holders, Curtain.
Curtain Openers——See Openers, Curtain.
Curtain Rollers—See Rollers, Curtain.

CURTAINS, Leather—See Tops and Boots.

CURTAINS, Door and Side (special patented).

Ervien, Horace, Ogontz, Pa.
Jackson Top Co., Jackson, Mich., "Collins."
Jiffy Curtain Co., Detroit.
Kelly & Towers, Cleveland, Ohio, "Towers."
Novelty Leather Wks., Jackson, Mich., "Always Ready."
Star Storm Front Co., Troy, O., "Scott," "New Scott."

CUSHIONS—See following heads:

Cushions, Plain—See Tops and Boots; also Bodies.
Cushions, Seat, Special.

CUSHIONS, Seat, Special.

B. E. Mfg. Co., New York, "Bemco."
Hampden Auto Top & Upholstery Co., Springfield, Mass.
Holden Mfg. Co., St. Paul, Minn., "Easybak."
Leavins & Co., Wm., Boston (Pneumatic).
Nathan Novelty Mfg. Co., New York.
National India Rubber Co., Bristol, R. I.
Ventilated Cushion & Spring Co., Jackson, Mich.
Washington Rubber Bag Co., N. Y. C.

CUT-OUTS, Muffler.

American Mch. Prod. Co., Marshalltown, Ia.
Auto Improvements Co., Bristol, R. I., "X. L."
Auto Parts Co., Providence, R. I., "Apco."
Auto Parts Mfg. Co., Milwaukee, "Badger."
Au-To Compressor Co., Wilmington, O., "Oro."
Barco Brass & Joint Co., Chicago.
Bean Co., Berea, O.
Cassidy, Edw. A., Co., Inc., New York, "G. P."
Crescent Mfg. Co., New York.
Dunkirk Corp., Dunkirk, N. Y.
Edelmann & Co., E. Chicago.
Fowler Lamp & Mfg. Co., Chicago.
Gabriel Horn Mfg. Co., Cleveland, O.
Gemco Mfg. Co., Milwaukee, Wis., "Anti-Explode," "Perfect," "Never Leak."
Gray-Hawley Mfg. Co., Detroit.
Grossman, Emil, Mfg. Co., Inc., Brooklyn, N. Y.
Herbert, W. H., Chicago, "Little Giant."
Hebert Mfg. Co., Franklin, N. H.
Hubbard, R. L., Newark, N. J., "R. L. H."
Humboldt Mch. & Stamping Co., Long Island City, N. Y.
Long Bros., Kokomo, Ind.
Lincoln Machine Wks., Lincoln, Ill.
Lunkenheimer Co., Cincinnati, "Handy."
Milwaukee Auto Specialty Co., Milwaukee, "Radium."
Mohagen Tube Co., Long Island City, N. Y.
Motor & Mfg. Works Co., Dunkirk, N. Y.
Motor Car Devices Co., Newark, "R. L. H."
Petry Co., Inc., N. A., Phila., Pa.
Powell Muffler & Timer Co., Utica, N. Y.
Ross, M. A., Fayetteville, N. Y., "Sure Pop."
Stanhope Forge & Machine Works, Boston.
Star Brass Works, Kansas City.
S. B. R. Specialty Co., East Orange, N. J., "S. B. R.," "Essex."
Stryker, C. W., Syracuse, N. Y.
Western Brass Mfg. Works, Chicago, "Husk," "Budie," "Duplex."
Yale Mfg. & Sales Co., Oostburg, Wis.

CUT-OUT PEDALS—See Levers Foot.

CUTTERS—See following heads:
Cutters, Pipe, Hand.
Cutters, Washer and Gasket.

CUTTERS, Washer and Gasket.

Bonney Vise & Tool Wks., Allentown, Pa., "Cooper."
Braunsdorf-Mueller Co., Elizabeth, N. J.
Cincinnati Tool Co., Norwood, O., "Hargrave."
Goodell-Pratt Co., Greenfield, Mass.
Hoggson & Pettis Mfg. Co., New Haven, Conn.
Johnson, Wm., Newark, N. J.
Kraeuter & Co., Newark, N. J.
Lowentraut Mfg. Co., P., Newark, N. J.
Mound Tool Co., St. Louis, Mo.
Rose, J. A., Hastings, Neb.
Shawver Co., The, Springfield, O.
Smith, Otis A., Rockfall, Conn.

CYLINDER CLEANING COMPOUNDS—See Compounds.

DASH LAMPS—See Lights, Gauge.

DASHES.

Acme Veneer & Body Co., Rahway, N. J. (Wood).
Aspinus-Haggstrom Mfg. Co., Chicago (Metal).
American Veneer Co., Kenilworth, N. J. (Wood).
Avery Stamping Co., Cleveland, O. (Metal).
Briscoe Mfg. Co., Detroit, Mich.
Clayton Sons, F. B., Philadelphia, Pa. (Metal).
Detroit Auto Dash Co., Detroit.
Detroit Auto Spec. Co., Detroit (Metal).
Dunn Bros. & Co., New Haven, Conn. (Wood).
Hanson Ward Veneer Co., Bay City, Mich. (Wood).
Hartford Pattern & Model Co., Hartford, Conn., (Wood).
Hayes Mfg. Co., Detroit (Metal).
Herzog Art Furniture Co., Saginaw, Mich. (Wood).
Holland Veneer Works, Holland, Mich. (Wood).
Jamestown Panel & Veneer Co., Jamestown, N. Y. (Wood).
Kinsey Mfg. Co., Toledo, O. (Metal).
Long Mfg. Co., Detroit, (Metal).
McKinnon Dash Co., Buffalo, N. Y. (Leather).
Mullins Co., W. H., Salem, O. (Metal).

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JERSEY CITY, N. J.

Penn Radiator Co., Phila., Pa.
Peters & Herron Dash Co., Columbus, O. (Leather).
Reilly, Inc., J., Newark.
Standard Cabinet Mfg. Co., Peru, Ind. (Wood).
Stoll Pressed Steel Co., Buffalo, N. Y. (Metal).
Widman & Co., J. C., Detroit, Mich. (Wood).
Wisconsin Lumber & Veneer Co., Port Washington, Wis. (Wood).

DECALCOMANIA—See, Ornaments Transfer.

DECARBONIZERS, for Introducing Decarbonizing Liquid Into Chamber of Engine.

Perfection Igniter Mfg. Co., Brooklyn, N. Y., "Easyway."

DECARBONIZING OUTFITS — See Carbon Removing Devices; also Compounds, Cylinders Cleaning.

DEFLATERS, Tire.

Sprick Bros. Investment Co., Stickney, S. D.
Hard, J. H., Allen, Neb. (Combination Deflate and Valve Cap).

DEFLECTORS—See Shades and Dimmers.

DEVICES, Non-Skid.

Bukolt Mfg. Co., Stevens Point, Wis.
Dayton Malleable Iron Co., Dayton, Ohio, "D. M." Anti-Skid Treads for Solid Dual Tires.
Herman Mfg. Co., Washington, D. C. (Chains for Trucks).
Never Skid Mfg. Co., N. Y. (for Trucks).
Schmidt Co., Chas. D., New York.
Upton Co., The, Curwensville, Pa. (Posts and caps mounted on felloe of wheel to which changes may be attached). "Up-To-U.".

DE VULCANIZERS, for reclaiming scrap rubber.

Biggs Boiler Wks. Co., East Akron, Ohio.

DIFFERENTIAL GEARS—See Gears.

DIFFUSERS, LIGHT—See Shades and Dimmers.

DIMMERS, Headlight—See Shades and Dimmers.

DIRECTION INDICATORS—See Meters. Direction Indicating.

DISCS—See following heads:

Discs, Radiator.
Discs, Steel Clutch.

DISCS, Radiator.

Briscoe Mfg. Co., Detroit, Mich.
Worcester Pressed Steel Co., Worcester, Mass.

DISCS, Steel Clutch.

Acklin Stamping Co., Toledo, O.
American Die & Tool Co., Reading Pa.
Atkins & Co., E. C., Indianapolis.
Bliss-Chester Co., Providence, R. I.
Crosby Co., Buffalo, N. Y.
Disston & Sons, Henry (Tacony), Phila., Pa.
Huther Saw Works, Rochester, N. Y.
Konigslow Mfg. Co., Cleveland.
Merchant & Evans Co., Phila., Pa.
Oakes Pressed Steel Co., Indianapolis, Ind.
Oldham & Sons, Joshua, Brooklyn, N. Y.
Simonds Mfg. Co., Fitchburg, Mass.

DISTRIBUTERS, Ignition — See Timers, Ignition.

DIVIDERS — See Calipers and Dividers.

DOMES, Cut Glass for Limousine and Dash Lamps.

Macbeth-Evans Glass Co., Pittsburgh, Pa.

DOORS,

Lorts Co., F. E., Chicago.
Smith, H .Lund, Paterson, N. J.
Springfield Harness Co., Springfield, Mass.

DRESSING—See following heads:

Dressing, Belt and Clutch.
Dressing, Body—See Polish, Body.
Dressing, Leather, for cushions and tops.
Dressing, Mohair, Top.

DRESSING—Belt & Clutch.

Arnold, N. B., Brooklyn, N. Y., "Slikup."
Durkee-Atwood Co., Minneapolis, Minn., "Rie Nie."
Ensign Refining Co., Cleveland, "309," "371."
Flanders Co., Detroit, Mich.
Grip-Tite Co., New Brunswick, N. J.
Northwestern Chemical Co., Marietta, O., "Pioneer.
Victor Clutch Compound Co., Nashua, N. H.
Van Tilburg Oil Co., Minneapolis, Minn.
Wests Sons, L. M., Rockford, Il.
Western Chemical Mfg. Co., Milwaukee, "Owl."

DRESSING, Leather; for cushions and tops.

Armiger Chem. Co., Chicago, "Rex."
Arnold, N. B., Brooklyn, N. Y., "Slikup."
Arnstein, Inc., A., Chicago.
Atlas Auto Supply Co., Chicago, "Renew-O," "X-Ray," "No-Leak."
Auto Products Mfg. Co., Buffalo, N. Y., "Leather-Like" also ("Rub-On" Lining Dye for Tops).
Baums Castorine Co., Rome, N. Y.
BERRY BROTHERS, INC., Detroit.
Boston Blacking Co., East Cambridge, Mass., "Be-Be-Co."
Buffalo Specialty Co., Buffalo, N. Y
Carr Co., F. S., Boston, Mass.
Chicago White Lead & Oil Co., Chicago, "King."
Columbus Varnish Co., Columbus, O., "Peerless."
Cummer Products Co., Cleveland, O., "Perfect."
Detroit Varnish Co., Detroit, "Rogers."
Dix Mfg. Co., Lewiston, Pa.
Durkee-Atwood Co., Minneapolis, Minn., "Rie-Nie."
Eberson Paint Co., St. Louis, Mo., "Leather Lac."
Felton, Sibley & Co., Inc., Phila., "Evernew."
Flanders Co., Detroit, Mich.
Hall-Thompson Co., Hartford, Conn., "Wonder Worker."
Hildreth Varnish Co., New York, "Dura-Sheen."
Hollingshead Co., R. M., Camden, N. J., "Whiz."
Johnson & Co., S. C., Racine, Wis., "Black Lac."
Johns-Manville Co., H. W., New York (Sole Selling Agent), "Leakanot."
Mansfield Mfg. Corp., Syracuse, N. Y., "Never-Leak."
Miller Co., Frank, New York, "Bright."
Montgomery-Washburn Co., Saugerties, N. Y.
Northwestern Chemical Co., Marietta, O., "Pioneer," "Norwesco."
Nu Back Mfg. Co., St. Louis, "Leath-R-Nu."
Oakley Chemical Co., N. Y., "Oakite."
Roxylite Co., West Elizabeth, N. J.
Sterling Stove Polish Co., Sterling-ton, Ill.
Sherwin Williams Co., Cleveland "Enamel."
Tingley & Co., C. O., Rahway, N. J.
Van Cleef Bros., Cihcago, "Dutch."
Van Tilburg Oil Co., Minneapolis, Minn., "Wang."
Wadsworth-Howland Co., Chicago, Ill., "Jewel."
Weiss Polish Works, Chicago, Ill. "Mats."
Weiss & Son, Chas., Chicago, Ill.
West Mfg. Co., Rockford, Ill.
Zinsser & Co., W., New York.

DRESSING, Mohair, Top.

Arnold, N. B., Brooklyn, N. Y., "Slikup."
Atlas Auto Supply Co., Chicago, Ill., "Kno-Leak," "X-Ray."
BERRY BROTHERS, INC., Detroit.
Boston Blacking Co., East Cambridge, Mass., "Be-Be-Co."
Columbus Varnish Co., Columbus, O., "Peerless."
Durkee-Atwood Co., Minneapolis, Minn., "Rie-Nie."
Felton-Sibley & Co., Inc., Phila., Pa., "F. S.," "Evernew."
Johnson & Son, S. C., Racine, Wis., "Black Lac."
Johns-Manville Co., H. W., New York (Sole Selling Agents), "Narco."
Mansfield Mfg. Corp., Syracuse, N. Y., "Never Leak."
Miller Co., Frank, New York
Pimbley Paint & Glass Co., St. Joseph, Mo., "Auto-Newer."
Nu-Back Mfg. Co., St. Louis, "Leath-R-Nu."
Van Tilburg Oil Co., Minneapolis, "Wang."
Wadsworth-Howland Co., Chicago, Ill., "Jewel."

DRILLING MACHINES—See Machines Drilling.

DRILLS—See following heads:

Drills, Breast.
Drills, Ratchet.
Drills, Twist.

DRILLS, Breast.

Fray Co., John S., Bridgeport, Conn.
Goodell-Pratt Co., Greenfield, Mass.
Lancaster Mch. & Knife Wks., Lancaster, N. Y., "McClelland."
Malleable Iron Fittings Co., Branford, Conn., "Mifco."
Millers Falls Co., New York.
North Bros. Mfg. Co., Philadelphia, "Yankee."
Peck, Stow & Wilcox Co., Southington, Conn.
Turner & Deegan, Bristol, Conn.

DRILLS, Ratchet.

Armstrong Bros. Tool Co., Chicago.
Atha Tool Co., Newark, N. J.
Billings & Spencer Co., Hartford, Conn., "Packer."
Braunsdorf-Mueller Co., Elizabeth, N. J.
Goodell-Pratt Co., Greenfield, Mass.
Greenfield Tap & Die Co., Greenfield, Mass., "Little Giant."
Hunter Mch. Co., Jas., North Adams, Mass.
Lowell Wrench Co., Worcester, Mass.
Millers Falls Co., New York.
Ohlen & Sons Saw Mfg. Co., James, Columbus, O.
Oswego Tool Co., Oswego, N. Y., "Packer."
Parker Co., Charles, Meriden, Conn.
Peck, Stow & Wilcox, Southington, Conn.
Pratt & Whitney Co., Hartford, Ct., "Renshaw."
Whitman & Barnes Mfg. Co., Akron, O., "Diamond."

DRILLS, Twist.

Celfor Tool Co., Buchanan, Mich.
Cleveland Twist Drill Co., Cleveland, O., "Paragon."
Detroit Twist Drill Co., Detroit, Mich.
Lincoln-Williams Twist Drill Co., Taunton, Mass.
Morse Twist Drill & Mch. Co., New Bedford, Mass.
National Twist Drill & Tool Co., Detroit.
New Process Twist Drill Co., Taunton, Mass.
Pratt & Whitney Co., Hartford, Ct.
Rich Tool Co., Chicago.
Standard Tool Co., Cleveland, O.
Syracuse Twist Drill Co., Syracuse, N. Y.
Union Twist Drill Co., Athol, Mass.
Whitman & Barnes Mfg. Co., Akron, O., "Norka," "Diamond."

DRIP PANS—See Pans.

DRUMS, Pressed Steel — See Stampings, Metal.

DUST SHIELDS—See Shields.

DYE, for faded Top Linings.

Boston Blacking Co., E. Cambridge, Mass., "Be Be Co."
Columbus Varnish Co., Columbus, O., "Peerless."

DYNAMOS—See following heads:

Dynamos, Battery Charging—See Charging Outfits.
Dynamos, Ignition and Lighting—See Magnetos and Dynamos.

ECCNOMIZERS, Fuel.

Aerofram Co., Inc., Boston, Mass. (Auxiliary Air Valve).
Accessory Mfg. & Sales Co., Minneapolis, Minn. ("Hydrovaporizer" (& Carbon Remover).
American Device Co. of Delaware, Chicago, Ill. ("Deitz" Vapor System).
Automatic Carbureter Co., Chicago.
Auto Economy Co., N. Y., "Automatic" (also Carbon Removing Device).
Auto Gas Saver Co., Chicago, "Vapo-Humidifier."
Axtell, F. C., Los Angeles, Cal., "Humidaer Valve."
Bell Gasoline Saver Co., Washington, D. C.
Breeze Carburetor Co., Newark, N. J., "Col-Mac."
Better-Getter Gas Economizer Co., Burlington, N. J.
Boucher Mfg. Co., H. B., New York, "Helix."
Gem Appliance Mfg. Co., Pittsburgh
Deppe, W. P., New York.
Doyle Auto Products Co., N. Y. (Fuel Regulator).
Duplex Vitalizer Mfg. Corp., Elmira, N. Y.
Dye, M. W., Phila., Pa.
Economy Gas Vaporizer Co., Adrian Mich.
Edelmann & Co., E., Chicago, "Jumbo."
Epco Auto Appliance Co., Chicago
Garlock Auto Spec. Co., Palmyra, N. Y., "Whiting."
Garbutt, A. C., Statenville, Ga.
Gasket Supply Co., Phila., "Gasco."
Hartford Suspension Co., Jersey City, N. J.
Humefler Co., Worcester, Mass.
Ideal Brass Co., Indianapolis, Ind.
Johnson, H. B., Economiser Co., Philadelphia, Pa.
Lydon Mfg. Co., Chicago, "Speedler."
Michener, E. S., New Castle, Pa.
Mills Mfg. Co., Sabina, Ohio.
Motor Car Equipment Repairs Co., Los Angeles, "Simplex."
M. & M. Sales Co., Lewiston Pa.
Myle Mayker Co., Chicago.
National Motor Supply Co., Painesville, O.
New York Coil Co., New York.
Parkhurst Lavender Machine Co., Webster City, Ia., "P. & L."
Parson's Mfg. Co., Toledo, Ohio.
Peerless Motor Specialty Co., New York.
Perrin Mfg. Co., Detroit, "More Power Valve."
Pioneer Iron Works Co., Antigo, Wis.
Right Motor Spec. Co. ,Chicago.
Roper, C. F., & Co., Hopedale, Mass.
Russell Elec. Co., Danbury, Conn.
Quadruplex Mfg. Co., N. Y. City, "4 in 1."
Sireno Co., New York, 'Vortex."
S. P. Vaporizer Co., New York.
Shurgas Mfg. Co., Detroit, Mich.
Seek Motor Parts Co., Phil a. (Thermo Regulator).
Star Generator Co., Logansport, Ind.
Stevenson Automobile Appliance Co., N. Y.
Stewart Mch. Wks., Los Angeles, Cal.
Strasburg Mfg. Co., J. L., Albert Lee, Minn.
Triplex Gas Economizer Co., N. Y.
Yankee Motor Economy Co., Boston, Mass.
YORK CARBURETOR & AUTO ACCESSORIES CO., INC., Woodward ave., Detroit, Mich.
Yorkville Auto Supply Depot, New York, "G. R."

EDISWAN SOCKETS See Sockets, Ediswan.

ELEVATORS, Garage.

Brodesser Mfg. Co., Milwaukee, Wis.
Cohoes Iron Fdry. & Mch. Co., Cohoes N. Y.
Eaton & Prince Co., Chicago.
Haughton Elevator & Mch. Co., Toledo.
Kieckhefer Elevator Co., A., Milwaukee, Wis.
McLauthlin Co., Geo. T., Boston, Mass.
Otis Elevator Co., New York.
Reedy Co., H. J., Cincinnati, O.
Reedy Elevator Co., Hoboken, N. J.
Reedy Elevator Mfg. Co., J. W., Chicago.
Sedgwick Mch., Wks., New York.
Sidney Elevator Mfg. Co., Sidney, O.
Storm Mfg. Co. Newark, N. J.
Union Elevator & Mch. Co., Chicago.
Warner Elevator Mfg. Co., Cincinnati, O.

ELIMINATORS, Carbon.

Automatic Carbon Eliminator Co., New York City, "Arco."
Friestedt Mfg. Co., Chicago, "Hydronizer."
Quadreplex Mfg. Co., N. Y. City.
Water Gas Carbureter Co., Kansas City, Mo.

ENAMEL, Brass, for blackening brass work. See also Paints.

Arnold, N. B., Brooklyn, N. Y., "Slikup" (engine enamel).
Arsenal Varnish Co., Rock Island, Ill.
Arnstein, Inc., E., Chicago.
Atlas Auto Supply Co., Chicago, Ill., "Blac-Namel."
Auto Products Mfg. Co., Buffalo, N. Y., "Stay-On."
Bradley & Vrooman Co., Chicago, "C. Q. P."
Durkee-Atwood, Minneapolis, Minn., "Rie Nie."
Columbus Varnish Co., Columbus, O., "Peerless."
Sun Metal Finish Co., Decatur, Ill.
Hall-Thompson Co., Hartford, Conn., "Jet-Lac."
Northwestern Chemical Co.; Marietta, O. "Brass-Kote."
Nu-Back Mfg. Co., St. Louis, "Leath-R-Nu."
Rub-On Mfg. Co., Buffalo, N. Y., "Stay-On."
Schlegel Mfg. Co., O., New York.
Schmoeger, Frederick A., Sterling, Ill.
United Products Mfg. Co., Chicago, "Gasolette."
Van Tilburg Oil Co., Minneapolis, Minn., "Wang."
Wadsworth-Howland Co., Chicago, Ill., "Jewel."

ENGINE CASES—See Cases.

ENGINE RACKS, for Holding Engines in Garages, etc. — See Racks Engine.

ENGINES—See Motors.

EQUALIZING GEARS—See Gears, Differential.

EQUIPMENT, Metal Bins, Factory & Shop.

Berger Mfg. Co., Canton, O.

EXTENSIONS, Flexible Brass Armored Tube.

Metal Specialties Mfg. Co., Chicago.

EXTINGUISHERS, Fire (Gasoline).

Brownell Motor Co., F. A., Rochester, N. Y.
Chicago Fire App. Co., Chicago, "Vapo."
Coston Signal Co., New York, "Universal."
Crescent Mfg. Co., New York, "Quick Out."
Electrene Co., New York.
Emmons Specialty Co., Detroit, "Esco."
Fyr-Fyter Co., Dayton, O.
General Fire Extinguisher Co., Providence, R. I.
Grubb, C. E., Altoona, Pa., "Reliance."
Hall-Thompson Co., Hartford, Conn., "Quit Fire."
Hansen-Nister Safety Co., Inc., New York, "Safety First."
Haverhill Fire Appliance Co., Haverhill, Mass., "Eclipse."
Home Chemical Co., Rochester, N. Y.
Howe & Co., L., Worcester, Mass.
Inst. Lighter Co., Columbus, O., "Fireout."
Interstate Sales Co., Syracuse, N. Y., "L. & G."
Johns-Manville Co., H. W., New York, N. Y. ("J. M. Fyro" Gaso-
Kahnweiler's S O David, New York, "Simplex."
Lazarus Mfg. Co., Cleveland, O., "Lasco."
Missouri Lamp & Mfg. Co., St. Louis, "Acme."
Luzerne Lumber Co., Luzerne, Pa., (Automatic Sprinkler System installed under hood).
NORTHWESTERN CHEMICAL CO., Marietta, Ohio. "Fire-Fly" (powder).
Nevermyss Fire Extinguisher Co., Middletown, N. Y.
Pyrene Mfg. Co., New York.
Russell & Co., T. F., Boston, "Fire Death."
Stempel Fire Apparatus Mfg. Co., St. Louis, Mo.
Wilcox Co., Chas. C., Joliet, Ill., "Joliet."

FACING, Clutch.

Hide, Leather & Belting Co., Indianapolis "Cortex."

FABRIC CLEANERS — See Compounds, Fabric Cleaning.

FABRICS, Tire.

Bibb Mfg. Co., Macon, Ga.
Boston Yarn Co., New York.
Caldwell Co., R. J., New York.
Lane & Co., J. H., New York.
Miller Rubber Co., Akron, O.
Mutty Co., L. J., Boston.
Taylor Armitage & Co., Inc., N. Y.
Turner, J. Spencer, New York.
Wellington Sears & Co., Boston.
Manhasset Mfg. Co., Providence, R. I.

FABRICS, Top.

Barrell, Wm. L., New York, "Zama."
Bridgeport Coach Lace Co., Bridgeport, Conn., "Sintex."
Mutty Co., L. J., Boston, "Bull Dog."

FAN BELTS—See Belts.

FANS, Radiator.

A-Z Co., New York.
Briscoe Mfg. Co., Detroit, Mich.
Globe Mach. & Stamping Co., Cleveland, O.
Hardy Mfg. Co., Pendleton, Ind.
Hotz Fdry. & Mfg. Co., Freemont.
Hunt & Dorman Mfg. Co., Cleveland, O.
KELLS MFG CO., W. J., 521-523-525 W. 45th st., New York, N. Y.
Konigslow Mfg. Co., Otto, Cleveland.
Lavigne Mfg. Co., Detroit, Mich. (Combined fan and horn), "Fan Alarm."
Mitchell & Son, G. F., Cleveland.
Oakes Co., Indianapolis, Ind.
Pendleton Novelty Mfg. Co., Pendleton, Ind.
Pitter Fan Co., Chicago.
Sparks - Withington Co., Jackson Mich.
Standard Mch. Prod. Co., Detroit.

FASTENERS—See following heads

Fasteners, Belt.
Fasteners, Bow—See Separators, Bow; also Straps, Bow.
Fasteners, Curtain.
Fasteners, Door—See Handles, Locks and Hinges.
Fasteners, Hood.

FASTENERS, Window—See Fixtures, Window.

FASTENERS, Belt.

Buffalo Spec. Co., Buffalo, N. Y.

Crescent Belt Fastener Co., New York.
Greene, Tweed & Co., New York. "Blakes," "Morans."
Jenckes Mfg. Co., E., Worcester, Mass.
Quadriga Mfg. Co., Chicago.
Smith & Co., F. P., Sharon Hill, Pa., "Smithicks."

FASTENERS, Curtain.

Anderson Elec. Mach. Tool Co., St. Louis, Mo.
Automatic Carbureter Co., Chicago, "Church."
Boston Fastener Co., New York, "Push & Pull."
Broga Automatic Fastener Co., Syracuse, N. Y.
Carr Co., F. S., Boston, Mass.
Cowles & Co., C., New Haven, "Ideal," "Perfect," "Brewster," "Excelsior," "Success."
Crandall, Stone & Co., Binghamton, N. Y., "Pioneer."
Douglas & Lomason Co., Detroit.
Detroit Auto Top Fastener Co., Detroit.
Elgin Carriage & Auto Trimmings Co., Elgin, Ill.
English & Mersick, New Haven, Ct.
Ervien, Horace, Ogontz, Pa.
Boston Fastener Co., New York, "Push & Pull."
Goshen Eyelet Co., Goshen, Ind.
Hershey Hook Co., Lincoln, Neb.
Higgin Mfg. Co., Newport, Ky.
Jonah & Judge, Merrimac, Mass.
Law Engineering & Spec. Co., Inc., Rochester, N. Y.
Merchants Safe Account Co., Des Moines, Ia., "Creger."
Metal Stamping Co., Long Island City, N. Y., "Perfection," "Standard."
Murphy Co., G. W. J., Merrimac, Mass.
Neidner Co., F. A., Augusta, Ky., "Peerless."
North & Judd Mfg. Co., New Britain, Conn.
Novelty Mfg. Co., Waterbury, Conn.
Roehm & Davison, Detroit, Mich.
Scherer & Co., H., Detroit, Mich.
Smith & Co., Jos. N., Detroit, Mich.
Sprague Umbrella Co., Norwalk, O.
Standard Top & Equip. Co., Cleveland, "Swan."
Star Storm Front Mfg. Co., Troy, O.
Taylor Co., H. D., Buffalo.
Thompson Mfg. Co., Watertown, Mass.
United States Fastener Co., Boston.
Woodruff & Sons Co., W. W., Mt Carmel, Conn.
Yale & Towne, New York.

FASTENERS, Hood.

A-Z Co., New York, N. Y.
Burns & Bassick Co., Bridgeport, Conn.
Eberhard Mfg. Co., Cleveland, O.
English & Mersick, New Haven, Ct.
Ideal Brass Co., Indianapolis.
Gemco Mfg. Co., Milwaukee, Wis., "Gemco."
IMPERIAL BRASS MFG. CO., 534 S. Racine ave., Chicago, Ill.
Keeler Brass Co., Grand Rapids, Mich.
Kinsey Mfg. Co., Toledo, O., "Kinwood."
Medina Stamping & Machine Co., Medina, N. Y.
Metal Stamping Co., Long Island City, N. Y.
North & Judd Mfg. Co., New Britain, Conn.
Sargeant Mfg. Co., Newark, N. J.
Western Brass Mfg. Works, Chicago.
Wiener & Barnet Co., Newark, N. J.
Woodruff & Sons Co., W. W., Mt. Carmel, Conn.
Yale & Towne, New York.

FELT WASHERS—See Washers.

FENDERS,—See following heads:

Fenders and Mud Guards.
Fenders, Safety.

FENDERS and Mud Guards.

Acme Veneer & Body Co., Rahway, N. J.
A-Z Co., New York, N. Y.
American Veneer Co., Kenilworth, N. J.
Auto Body Co., Lansing, Mich.
Auto Metal Co., Springfield, Mass.
Automobile Spec. Co., Detroit.
Badger & Sons Co., E. B., Boston.
Becker, Wm., Hoboken, N. J.
Briscoe Mfg. Co., Detroit, Mich.
Bunn-Hutchinson Co., Cleveland.
Bush Mfg. Co., Hartford, Conn.
Chicago Mfg. Co., Chicago.
Clayton's Sons, Frank B., Phila.
Dann Bros. & Co., New Haven, Ct.
Detroit Auto Dash Co., Detroit.
Detroit Auto Specialty Co., Detroit, Mich.
Eureka Auto Parts Co., St. Louis.
Fedders Mfg. Works, Buffalo, N. Y.
Folsom Mfg. Co., C. G., South Bend, Ind.
Grand Haven Auto Body Co., Grand Haven, Mich.
Hancock Mfg. Co., Charlotte, Mich
Hayes Mfg. Co., Detroit, Mich.
Holihan Mfg. Co., Detroit.
Ideal Sheet Metal Wks., Chicago, Ill.
KELLS MFG. CO., W. J., 521-525 W. 45th st., New York.
Keystone Sheet Metal Co., Ambridge, Pa.
Kinsey Mfg. Co., Toledo, O., "Kiawood."
Lawson Co., F. H., Cincinnati, O., "Lawco."
Livingston Radiator Co., New York
Lockport Stamping Co., Findlay, O.
Long Mfg. Co., Detroit.
Lupton Sons Co., David, Phila., Pa.
McKinnon Dash Co., Buffalo, N. Y.
Metal Stamping Co., Jackson, Mich.
Michigan Crown Fender Co., Detroit.
Mullins Co., W. H., Salem, O.
Novelty Mfg. Co., Jackson, Mich.
Off & Co., Christian, Indianapolis.
Penn Radiator Co., Phila., Pa.
Peters & Herron Dash Co., Columbus, O.
Phila. Auto Radiator Co., Philadelphia, Pa.
Quinby & Co., J. M., Newark, N. J.
Springfield Metal Body Co., Springfield, Mass.
Todd Mfg. Co., Minneapolis.
Toope Automobile Hood Co., Indianapolis, Ind.
United States Aluminum Co., Pittsburg, Pa.
Vulcan Brazing Mach. Co., Phila.
Wilson Body Co., C. R., Detroit.
Wright. Cooler & Hood Co., Chicago.

FENDERS, Safety.

(Carried in front of car to prevent accidents.)
Auto Safety Fender Co., Pittsburgh, Pa., "Royer."
Hero Mfg. Co., Philadelphia, Pa.
Linquist, Wm. A., Minneapolis.

FIBRE, Hard, Sheet, Rod and Tube.

American Vulcanized Fibre Co., Wilmington, Del., "Kartavart," "Laminar."
Central Hood Fibre Co., West Somerville, Mass.
Continental Fibre Co., Newark, Del
Delaware Hard Fibre Co., Wilmington, Del.
Diamond State Fibre Co., Elsmere, Del.
Empire Mfg. Co., Wilmington, Del.
Keystone Fibre Co., Chesterville, Pa.
Nat'l Fibre & Ins. Co., Yorklyn, Del
Standard Fibre Co., Somerville, Mass.
Spaulding & Sons Co., Tonawanda, N. Y.
Wilmington Fibre Specialty Co., Wilmington, Del.

FILES, for Coils.

Auto Parts Co., Providence, R. I.
Montgomery & Co., New York.
Nicholson File Co., Providence, R. I., "Coil."

FILLETS, Wood and Leather.

Benskin Mfg. Co., Canton, O., "Perfect."
Butler, A. G., New York.
Cleveland Galvanizing Works Co., Cleveland, O.
Everett & Son, A., Auburn, N. Y.
Knight & Son, H. W., Seneca Falls, N. Y.
Page Belting Co., Concord, N. H.
Shanafelt Mfg. Co., Canton, O.
Timanis & Clissold, Bound Brook, N. J.
Wellman Pattern Supply Co., Cleveland, O.

FILLERS—See following heads:

Fillers, Tank—See Ejectors, Water Tank Filling.
Fillers, Tire—See Compounds.

FILLING, Upholstery—See Hair Upholstery.

FILTERS, Gasoline—See Separators, Gasoline; also Funnels, Gasoline.

FITTINGS—See following heads:

Fittings, Pipe Brass.
Fittings, Top—See also Bows, Top

FITTINGS, Pipe, Brass.

American Fdy. & Mfg. Co., St Louis, Mo.
Bard Union Co., Norwich, Conn.
Belfield & Co., H., Phila., Pa.
Belknap Mfg. Co., Bridgeport, Conn
Best Mfg. Co., Pittsburg, Pa.
Buckeye Iron & Brass Works, Dayton, O.
Chambers & Ainslee, Newark, N. J
Crane Co., Chicago, Ill.
Crum Wiley Mfg. Co., Peru, Ind.
Darling Pump & Mfg. Co., Williamsport, Pa.
Detroit Lubricator Co., Detroit.
Eastwood Wire Mfg. Co., Belleville N. J.
Edelmann & Co., E. Chicago.
Fewless-Leen Brass & Iron Co., Cincinnati, O.
Fidelity Brass Mfg. Co., Chicago.
Gleason-Peters Air Pump Co., Brooklyn.
Hamlin & Emery Brass Co., Boston.
Haydenville Co., Haydenville, Mass.
Hoffman & Billings Mfg. Co., Milwaukee, Wis.
Humphreys Mfg. Co., Mansfield, O.
Hungerford Brass & Copper Co., U. T., New York, "Star."
Ideal Brass Works, Indianapolis.
Ideal Mfg. Co., Detroit, Mich.
Illinois Malleable Iron Co., Chicago.
IMPERIAL BRASS MFG. CO., 534 S. Racine ave., Chicago, Ill.
Jefferson Swing Union Co., Lexington, Mass.
Jarecki Mfg. Co., Erie, Pa.
Kelly & Jones Co., Greensburg, Pa.
Kinsey & Mahler Co., Peoria, Ill.
Lunkenheimer Co., Cincinnati, O.
McCambridge & Co., Phila., Pa.
McDonald Mfg. Co., A. Y., Dubuque, Ia.
McNab & Harlin Mfg. Co., New York, N. Y.
McRae & Roberts Co., Detroit.
Michigan Lubricator Co., Detroit.
Milwaukee Brass Mfg. Co., Milwaukee, Wis.
Mitchell & Co., W. K., Phila., Pa.
Mott Iron Works, J. L., New York
Mueller Mfg. Co., H., Decatur, Ill.
National Tube Co., Pittsburg, Pa.
New Britain Brass Co., New Britain, Conn.
Pittsburg Valve & Fitiings Co., Barberton, O.
Powell Co., The Wm., Cincinnati.
Powhatan Brass & Iron Works, Charleston, W. Va.
Presbrey Co., Inc., E. H., New York.
Queen City Brass & Iron Works Cincinnati, O.
Richardson-Phoenix Mfg. Co., New York.
Rundle-Spence Mfg. Co., Milwaukee.
Sherman Mfg. Co., H. B., Battle Creek, Mich.
Simmons Co., John, New York.
Speakman Supply & Pipe Co., Wilmington, Del.
Standard Sanitary Mfg. Co., Pittsburg, Pa.
Stebbins Mfg. Co., E., Springfield, Mass.
Victor Appliance Co., Watervliet, N. Y., "Vaco."
Walworth Mfg. Co., Boston, Mass.
Western Brass Mfg. Co., Chicago.
Williams Valve Co., D. T., Cincinnati, O.
Youse Co., E. S., Reading, Pa "Perfect."
Zerk Mfg. Co., Cleveland, O.

FITTINGS, Top—See also Bows, Top.

Amesbury Brass & Fdy. Co., Amesbury, Mass.
Blakeslee Forging Co., Plantsville Conn.
Columbus Bolt Works, Columbus, O
Cortland Carriage Goods Co., Cortland, N. Y.
Coops Co., C. W., Boston, Mass.
Crandal, Stone & Co., Binghamton N. Y.
Douglas & Lomason Co., Detroit.
Eberhard Mfg Co., Cleveland, O.
English & Mersick, New Haven, Ct.
LINDEISEN & KROPF MFG. CO., 2151 Rockwell st., Chicago, Ill.
IMPERIAL BRASS MFG CO., 534 So. Racine ave., Chicago, Ill.
Murphy Co., G. W. J., Merrimac Mass.
Parry & Co., A. N., Amesbury, Mass
Scherer & Co., H., Detroit, Mich
Smith & Co., Jos. N., Detroit, Mich
Wiener-Barnet Co., Newark, N. J.
Western Brass Mfg. Works, Chicago
Woodruff & Sons Co., W. W., Mt Carmel, Conn.
Worcester Pressed Steel Co., Worcester, Mass.

FIXTURES, Spark Plug (For Cleaning Testing and Repairing Spark Plugs).

Champion Ignition Co., Flint, Mich., "Cico."

FIXTURES, Window, including Hinges, Locks, Regulators, Fasteners, Anti-Rattlers.

Cowles & Co., C., New Haven, Conn.
Dura Mechanical Hdwe. Co., Toledo, O.
English & Mersick Co., New Haven.
O'Brien Mfg. Co., J., New York.
Perfection Window Reg. Co., N. Y.
Waterhouse Mfg. Co., Newark, N. J

FLANGES, Steel Hub — See Stampings.

FLASHLIGHTS.

American Carbon & Battery Co., East St. Louis, Ill.
American Ever Ready Wks. of the National Carbon Co., Long Island City, N. Y., "Daylo."
Anglo-American Co., Pittsburgh.
Bailey Co., Wm. J., Newark, N. J., "C. B."
Bass Moody Co., Peoria, Ill., "Step-o-lite."
Beacon Miniature Lamp Co., N. Y.
Campbell, A. S., Co., Boston, Mass., "Cello baby."
Federal Sign System (Electric), Chicago, "Federal."
Halladay Co., L. P., Streator, Ill., "Da-Lite."
Hawthorne Mfg. Co., Bridgeport, Conn., "Old Sol."
Import Sales Co., New York, importers, "Diamond."
Interstate Electric Novelty Co., New York.
Metal Specialties Mfg. Co., Chicago, "Presto."
Murphy, H. J., Reading, Mass. (fitted on Steering Post).
Niagara Searchlight Co. (A. Berry Hall, sales representative), N. Y., "All Metal."
Rosen & Co., A. W., New York, "Rosco."
Solar Light Co., New York.
Sparks Withington Co., Jackson, Mich., "Presto."
Standard Elec. Novelty Co., Chicago.
Standard Sheet Metal Co., Passaic, N. J., "Rayflex."
Stewart Skinner Co., Worcester, Mass., "Lightning Bug" (Special Attachment Meter).
Usona Mfg. Co., New York and Toledo, O., "Kwik-Lite," "Beera."
Vacuu Rite Lamp Co., Chicago, Ill.
Vesta Accumulator Co., Chicago, Ill (Storage Battery).

FLEXIBLE SHAFTS—See Shafts.

Williamson Co., L. A., New York (Braid Handle).
Wood Elec. Co., New York (Imp.)
Graves File Co., Newark, N. J.
Hayes File Co., Detroit.

FLOATS, Carbureter.

Armstrong Cork Co., Pittsburg, Pa (Cork).
Fitzgerald Mfg. Co., Torrington Conn.
Goodnow-Blake Mfg. Co., Detroit.
Goodwin & Kintz Co., Winsted Conn.
Hercules Float Works, Springfield Mass.
IMPERIAL BRASS MFG CO., 534 S. Racine ave., Chicago, Ill.
Naugatuck Mfg. Co., Naugatuck Conn.
Worcester Pressed Steel Co., Worcester, Mass.

FLUID, Soldering.

Allen Co., L. B., Inc., Chicago.
Dunton Co., M. W., Providence, R. I., "Nokorode."
McGill Mfg. Co., Valparaiso, Ind.
Reade Mfg. Co., Hoboken, N. J., "Incomparable."

FLUES, Boiler—See Tubing.

FLUX—See following heads:

Flux, Brazing—See Compounds, Brazing.
Flux, Soldering—See Paste, Soldering.

FLY WHEEL PULLERS—See Pullers.

FOOT BELLOWS,—See Blowers, Horn.

FOOT HORN BLOWERS—See Blowers.

FOOT RAILS—See Rails, Robe.

FOOT WARMERS—See Heaters, Carriage.

FORE DOORS. See Doors

FORGINGS, Drop.

Accessory Forgings Co., Detroit.
American & British Mfg. Co., Bridgeport, Conn.
Anderson Forge & Machine Co., Detroit, Mich.
Atlas Drop Forge Co., Lansing, Mich.
Atlas Forgings Co., Chicago.
Atwater Mfg. Co., Southington, Conn.
Barnett Drop Forging Co., East Hampton, Mass.
Bates Forge Co., Indianapolis, Ind.
Bethlehem Steel Co., S. Bethlehem, Pa.
Belden Mach. Co., New Haven, Conn.
Billings & Spencer Co., Hartford, Conn.
Blakeslee Forging Co., Plantsville, Conn.
Buffalo Drop Forging Co., Buffalo.
Cape Ann Tool Co., Pigeon Cove, Mass.
Carpenter Steel Co., Reading, Pa.
Cambria Forge Co., Johnstown, Pa.
Canton Drop Forging & Mfg. Co., Canton, O.
Champion Machine & Forging Co., Cleveland.
Chicago Crossing Co., West Chicago, Ill.
Chicago Drop Forge & Foundry Co., Chicago.
Clapp Mfg. Co., R. D., Auburn.
Cleveland Hardware Co., Cleveland.
Cleveland City Forge & Iron Co., Cleveland, O.
Columbus Bolt Works, Columbus, O.
Columbia Mch. Wks. & Malleable Iron Co., Brooklyn, N. Y.
Consolidated Mfg. Co., Toledo, O.
Cortlandt Forging Co., Cortlandt, N. Y.
Cowles & Co., C., New Haven, Conn.
Crescent Forging Co., Oakmont, Pa.
Dean Forging Co., Muncie, Ind.
Detroit Forging Co., Detroit, Mich.
Detroit Steel Products Co., Detroit.
Diamond Forging & Mfg. Co., Pittsburgh, Pa.
Drop Forging Co., Jersey Cley, N. J.
Driggs-Seabury Ordnance Corp., Sharon, Pa.
Dyson & Sons, Jos., Cleveland, O.
Eberhard Mfg. Co., Cleveland.
Emergency Forge Co., Lansing, Mich.
Forest City Elec. Co., Cleveland, O.
Frost Gear & Forge Co., Jackson, Mich.
Funk Engineering Co., Hoboken, N.J.
Gill & Sons, P. H., Brooklyn.
General Drop Forge Co., Buffalo.
Globe Malleable Iron & Steel Co., Syracuse, N. Y.
Heppenstall Forge & Knife Co., Pittsburgh, Pa.
Higgins Spring & Axle Co., Racine, Wis.
Houk Mfg. Co., Buffalo, N. Y.
Indianapolis Drop Forging Co., Indianapolis, Ind.
Ingalls-Sheppard Forging Co., Harvey, Ill.
Johnson & Co., I. G., New York.
Keystone Drop Forge Works, Chester, Pa.
Kilborn & Bishop Co., New Haven.
Ladish Drop Forge Co., Cudahy, Wis.
Lakeside Forge & Wrench Co., Erie, Pa.
Lewis Spring & Axle Co., Jackson, Mich.
Liggett Spring & Axle Co., Monongahela, Pa.
Machinery Forging Co., Cleveland, O.
Merritt Bros., Maspeth, N. Y.
Michigan Bolt & Nut Works, Detroit, Mich.
Moore Drop Forge Co., Springfield. Mass.
New England Forge Co., Worcester.
Newhall Chain, Forge & Iron Co., New York.
Obenberger Drop Forge Co., West Allis, Wis.
Ohio Forge Co., Cleveland, O.
O. K. Tool Holder Co., Shelton, Conn.
Page-Storms Drop Forge Co., Springfield, Mass.
Park Drop Forge Co., Cleveland, O.
Pittsburg Pole & Forge Co., Verona, Pa.
Pollak Steel Co., Cincinnati, O.
Pontiac Drop Forge Co., Pontiac, Mich.
Portland Fdy. & Mach. Co., Portland, Ind.
Prosser & Sons, Thos., New York, "Krupp."
Revere Drop Forge Co., Revere, Mass.
Richmond Forging Corp., Richmond, Va.
Rockford Drop Forge Co., Rockford, Ill.
vetless Chain & Engr. Co., Lebanon, Pa.
Roren Drop Forging Co., New York.
Scranton Forging Co., Scranton, Pa.
Seward & Son Co., M., New Haven, Conn.
Shippey, George E. Pittsfield, Mass.
Smith Co., A. O., Milwaukee, Wis.
Smith & Co., H. D., Plantsville, Conn.
Spicer Universal Joint Mfg. Co., Plainfield, N. J.
Strieby & Foote Co., Newark, N. J.
Sundberg-Kropp & Co., Chicago, Ill.
Transue & Williams Co., Alliance, O
Union Drop Forge Co., Chicago, Ill.
Union Forging Co., Union, N. Y.
Vichek Tool Co., Cleveland.
Waterloo Drop Forge Co., Waterloo, Ia.
Waverley Co., Indianapolis, Ind.
Western Drop Forge Co., Marion, Ind.
Western Tool & Forge Co., Brackenridge, Pa.
Whitman & Barnes Mfg. Co., Akron, O.
Wilcox Mfg. Co., D., Mechanicsburg, Pa.
Williams & Co., J. H., Brooklyn.
Wright Wrench & Forging Co., Canton, O.
Wyman & Gordon Co., Worcester, Mass.

FRAMES, Pressed Steel.

American & British Mfg. Co., Bridgeport, Conn.
Corbein Auto Co., St. Louis, Mo.
Detroit Pressed Steel Co., Detroit, "Presteel."
Driggs-Seabury Ordnance Corp., Sharon, Pa.
Hydraulic Pressed Steel Co., Cleveland, O.
Kinsey Mfg. Co., Toledo, O., "Kinwood."
Parish Mfg. Co., Reading, Pa.
Parish & Bingham Co., Cleveland, O.
Prosser & Son, Thos., New York, N. Y., "Krupp" (Importers).
Smith Co., A. O., Milwaukee, Wis.
Star Foundry & Machine Works, Anderson, Ind.
Stoll Pressed Steel Co., Buffalo.

FUELS, for Gas Cars and Trucks.

Buck & Co., E. A., Worcester, Mass., "Powero."
Cornplanter Refining Co., Warren, Pa., "Gasena."
Crew Levick Co., Phila., "Perfection."
Energine Ref. & Mfg. Co., Cleveland, "Energene."
Improved Gasolene & Oil Co., Chicago, "Herroline."
Interlube Co., Cleveland.
Miller's Sons Co., A. D., Pittsburgh, "Perfection."
Natl. Refg. Co., Cleveland, "White Rose."
Petroleum Products Co., Pittsburgh, "Vigorite."
Standard Oil Co., New York, "Stanolind Motor Spirit."
Semet-Solvay Co., Syracuse, N. Y. (Benzol).
Sterns & Heberlee, Minneapolis, "Speed-O-Line."
Texas Co., New York, "Texaco."
United Products Mfg. Co., Chicago, "Gasoletta."

FUNNELS, Gasoline.

Atlantic Stamping Co., Rochester, N. Y.
Best, B. L., Bismarck, N. D.
Brown's Automatic Funnel Bucket Co., Los Angeles, Cal.
Cambria Forge Co., Johnstown, Pa.
Central Stamping Co., New York, "Puritan."
Col-Mac Co., Newark, N. J.
Diener Mfg. Co., Geo. W., Chicago.
Dover Stamping & Mfg. Co., Cambridge, Mass., "Saval."
Entorf Filter Co., Amboy, Ill.
Hill Dryer Co., Worcester, Mass.
Hoaglin Mfg. Co., Waupach, Wis., "Nospill."
Home Light Co., Chicago, Ill., "Anti Splash."
Mason Co., Geo. H., Boston.
National Enameling & Stamping Co., St. Louis.
National Marine Lamp Co., N. Y.
National Mfg. Co., Des Moines, Ia., "Faultless."
No Shammy Products Co., Cleveland.
Planet Mfg. Co., Westfield, Mass., "Duplex Foldable."
Schuyler Co., W. S., Savannah, Mo.
Sexton Can Co., Boston, "Puritan."
Vogel & Bro., Wm., Brooklyn, N. Y.
Wallman Mfg. Co., Milwaukee, Wis.
Whitehead Non Syphon Funnel Co., Philadelphia, Pa.
Wilson & Co., F. C., Chicago.
York Mfg. Co., Cleveland, O.

FURNACES, Annealing and Case Hardening.

American Gas Furnace Co., N. Y.
Bellevue Furnace Co., Detroit, Mich.
Best, W. N., New York.
Brown & Sharp Mfg. Co., Providence, R. I.
Chicago Flexible Shaft Co., Chicago, "Stewart."
Gilbert & Barker Mfg. Co., Springfield, Mass.
Hoskins Mfg. Co., Detroit.
Macleod Co., Cincinnati, O., "Buckeye."

FUSE BOXES—See Boxes.

FUSES

Bryant Electric Co., Bridgeport, Conn.
Chicago Fuse Mfg. Co., Chicago, "Union."
Detroit Fuse & Mfg. Co., Detroit, "Arkless."
General Elec. Co., Schenectady, N. Y.
Johns-Manville Co., H. W., New York, "Noark."

GAPS AND TESTERS, Spark.

Beck Co., Rockville Center, N. Y., "Becco" Terminal with Auxiliary Gap).
Carter's Spark Plug Detector Co., Detroit.
Champion Spark Plug Co., Toledo, "Misskip."
Draver Mfg. Co., Richmond, Ind.
Gorman Co., J. P., New York, "American" (spark intensifier).
Jackson, W., & Co., Chicago, "Instanto."
Lazarus Mfg. Co., Cleveland, "Lazco."
Marvel Mfg. Co., Oak Park, Ill.
Mosler & Co., A. R., Mt. Vernon, N. Y.
Motor Necessities Mfg. Co., Youngstown, O.
Natamiss Spark Gap Co., Des Moines, Ia.
Perfek Device Co., Kansas City, Mo. (Spark Intensifier).
Plug Test Co., Newark, N. J., "Simplex."
Point Spark Plug Co., Aberdeen, S. D.
Pronto Mfg. & Sales Co., Omaha, Neb.
Royal Tester Co., Pittsburgh.
Sheer Co., H. M., Quincy, Ill. ("Acme" Comb. Primer).
Woodwell Co., Joseph, Pittsburgh, Pa. "Royal."
X-Ray Spark Indicator Co., Pleasant Lake, Ind.
Yost Mitchell Mfg. Co., San Francisco.

GARAGES, Portable—See Houses.

GAS—See following heads:

Gas Lighters—See Lighters, Acetylene.
Gas Savers—See Economizers, Fuel; see also Mixers; also Heaters, Air.

GASKETS, Cork.

Armstrong Cork Co., Pittsburg.
BOOTH FELT CO., Brooklyn, N. Y.
Gasket Supply Co., Philadelphia, Pa.

GASKETS, Liquid.

Stone Mfg. Co., N. Y., "Tenox."

GASKETS, Metallic — See also Packing.

Cincinnati Gasket & Packing Co., Cincinnati.
End Oxy Appliance Co., Trenton, N. J., "Leektite."
Fitzgerald Mfg. Co., Torrington, Conn., "Never Leak."
Gasket Supply Co., Philadelphia, Pa.
Goetze Gasket & Packing Co., New Brunswick, N. J.
Goodwin & Kintz Co., Winsted, Conn.
Guillott Metal Gasket & Supply Co., Chicago.
Johns-Manville Co., H. W., New York, N. Y., "Kearsarge."
Kickhaefer Mfg. Co., Milwaukee, Wis.
Kinsey Mfg. Co., Toledo, O., "Kinwood" (Copper-Asbestos).
McCord Mfg. Co., Detroit, "McKim."
Mohr, John C., Chicago, Ill.
Niagara Falls Gasket & Packing Co., Niagara Falls, N. Y.
Phoenix Spec. Mfg. Co., New York
U. S. Asbestos Co., Manheim, Pa (wire inserted).
U. S. Indestructible Gasket Co. New York, N. Y., "Klingtite."
Victor Mfg. & Gasket Co., Chicago
Vulcan Asbestos Co., New York.
Walsh Packing Co., Philadelphia, Pa (Metal faced).

GASOLINE VACUUM FEED SYSTEMS—See Systems, Vacuum, Gasoline.

GAUGE LAMPS—See Lights, Gauge.

GAUGES—See following heads:

Gauges, Air—See Gauges, Pressure.
Gauges, Battery, Pocket—See also Ammeters.
Gauges, Cylinder Compression.
Gauges, Gasolene
Gauges, Oil.
Gauges, Plug and Ring.
Gauges, Pressure Indicating.
Gauges, Steam—See Gauges, Pressure.
Gauges, Tank—See Indicators, Tank.
Gauges, Tire Pressure.
Gauges, Water, Circulation Indicating.

GAUGES, Battery, Pocket — See also Ammeters.

American Ever Ready Wks. of The National Carbon Co., Long Island City, "Ever Ready."
Benford Mfg. Co., Mt. Vernon, N. Y., "Monarch."
Connecticut Telephone & Electric Co., Meriden, Conn.
Eldredge Elec. Mfg. Co., Springfield, Mass., "Eclipse," "Advance," "Express."
Hoyt Elecl. Inst. Works, Penacook, N. H., "Tiiune," "Ultimate," "Utility."
Lucas Elec. Device Co., Chicago.
MANHATTAN ELECTRICAL SUPPY CO., 17 Park pl., New York, N. Y.
Perkins Campbell Co., Cinncinati, O.
Pignolet, Louis M., New York, N. Y
Readrite Meter Co., Bluffton, O.
Sholder-Excel Mfg. Co., Clyde, O., "Excel."

GAUGES, Cylinder Compression.

Edelmann & Co., E., Chicago, Ill.
Foxboro Co., The, Foxboro, Mass.
Improved Gauge Mfg. Co., Syracuse.
U. S. Gauge, New York.

GAUGES, Gasoline.

Auto Parts Co., Providence, R. I., "Apco."
Auto Pump Co., Springville, N. Y., "Spencer."
Azadian Gauge Mfg. Co., Syracuse, N. Y.
Blood Bros. Mach. Co., Kalamazoo, Mich.
Bolte & Meyer Co., Chicago, "Rockstead."
Boston Auto Gauge Co., Boston, "Triumph," "Tankoscope," "Challenge."
Cala. Novelty Art Co., Los Angeles, "Rudell."
Carr Signal Gauge Co., Lansing, Mich.
Central Brass & Fixture Co., Springfield, O. (Gauge & Strainer) "Puritan."
Emergency Novelty Mfg. Co., Port Huron, Mich., "Dash."
Empire Auto Spec. Mfg. Co., Berea, Ohio.
Ever-Right Prod. Corp., New York (Fords).
Gasig Mfg. Co., Carthage, N. Y.
Goodnow Mfg. Co., Boston.
Hancock Mfg. Co., Charlotte, Mich
Holley Bros. Co., Detroit.
Hubbard, H. W., Middletown, Conn
Imperial Fluid Gauge Co., Canton, O.
Janney, Steinmetz & Co., Phila., Pa.
Jeannette Auto & Mach. Co., Jeannette, Pa.
Johnson, J. E., Ardmore, Pa.
Kent Mfg. Co., Atwater, Phila.
Krahn Mfg. Co., Milwaukee, Wis., "Universal," "Korting."
Lavigne Mfg. Co., Detroit, Mich
Lucas Elec. Device Co., Chicago.
Modern Specialty Co., Racine, Wis.
National Motor Supply Co., Painesville, O.
Neptune Meter Co., New York, "Trident."
Pfahl Gauge & Mfg. Co., Akron, O.
Prentiss Mfg. Co., Racine, Wis., "Racine."
Retlaw Mfg. Co., Detroit.
Ritz-Woller, Oliver Co., Chicago, "Junior Gasometer."
Rochester Mfg. Co., Rochester, N. Y.
Roper & Co., C. F., Hopedale, Mass., "Dependo."
Schaeffer & Budenberg Mfg. Co., Brooklyn, N. Y.
Sturdy Mfg. Co., Chicago, "Sta Rite."
Tanner-Hower Mfg. Co., Akron, Ohio.
Threadgold, Geo. J., Port Huron Mich.
Traut & Heine, New York.
U. S. Gauge Co., New York.
Weiss Mfg. Co., Torrington, Conn.

GAUGES, Oil.

Akron Selle Co., Akron, O.
Auto Improvements Co., Bristol, R. I., "XL" (For Ford & Hudson cars).
Asco Mfg. Co., New York, "Asco."
Auto Parts Co., Providence, R. I., "Apco" (for Fords).
Azadian Gauge Mfg. Co., Syracuse, N. Y.
Bell Pump & Mfg. Co., Detroit, "Bell Line."
Benford Mfg. Co., Mt. Vernon, N. Y., "Monarch."
Boston Auto Gage Co., Boston, "Challenge."
Cummings Bros., Flint, Mich., "C. B."
Edelmann & Co., E., Chicago, Ill.
Fowler Lamp & Mfg. Co., Chicago (Ford cars).
Foxboro Co., The, Foxboro, Mass.
Gahm McCormick Co., Streator, Ill., "Non-Choke."
Greer, Frederic, Chcago.
Grossman Mfg. Co., Emil, Brooklyn, N. Y., "Everlastingly Good."
Halladay Co., L. P., Streator, Ill.
IMPERIAL BRASS MFG. CO., 584 So. Racine ave., Chicago, Ill.
Improved Gauge Mfg. Co., Syracuse, N. Y.
Lucas Elec. Device Co., Chicago.
Lunkenheimer Co., Cincinnati, O., "Triplex."
Michigan Lubricator Co., Detroolt (Crank case).
Morris, Geo. W., Racine, Wis.
Mosler & Co., A. R., Mt. Vernon, N. Y.
National Brass Mfg. Co., Rochester, N. Y.
National Gauge & Equipment Co., La Crosse, Wis.
Turner Brass Wks., Sycamore, Ill. (Indicator and Alarm).
United States Gauge Co., New York.

GAUGES, Pressure Indicating.

American Steam Gauge & Valve Mfg. Co., Boston, Mass., "Bourdon."
Ashcroft Mfg. Co., New York, N. Y.
Ashton Valve Co., Boston, Mass.
Azadian Gauge Mfg. Co., Syracuse.
Belfield & Co., H., Philadelphia, Pa.
Bob-Smith Co., Detroit, "A-lert."
Bush Mfg. Co., Hartford, Conn.
Capitol Brass Wks., Detroit.
Crosby Steam Gage & Valve Co., Boston, Mass.
Edelmann & Co., E., Chicago, Ill.
Foxboro Co., The, Foxboro, Mass.
Improved Gauge Mfg. Co., Syracuse.
Marsh & Co., Jas. P., Chicago, Ill.
National Gauge & Equipment Co., La Crosse, Wis.
Quimby Engineering Co., Phila., Pa.
Roper & Co., C. F., Hopedale, Mass.
Schaeffer & Budenberg Mfg. Co., Brooklyn, N. Y.
Schmidt, G. & L., New York, N. Y.
Star Brass Mfg. Co., Boston, Mass.
United States Gauge Co., New York.

GAUGES, Tire Pressure.

Advance Spec. Co., Rochester, N. Y., "Staon."
Airlo Mfg. Co., Chicago, Ill.
Akron-Selle Co., Akron, O.
Allen Auto Spec. Co., New York, "Tyrometer."
American Sanitary Lock Co., Indianapolis, Ind. (Pop-off type).
Apt Tire Gauge Co., Kansas City.
Azadian Gauge Mfg. Co., Syracuse, N. Y., "Juslook."
Chicago Racine Al. Brass & Iron Wks., Chicago.
Bell Brass Mfg. Co., Seattle, Wash., "Premier" (Combination Air Valve & Tire Gauge).
Codman & Schurtleff, Boston, Mass.
Edelmann & Co., E., Chicago, Ill.
Foxboro Co., The, Foxboro, Mass.
Hill Pump Valve Co., Chicago, "Whistling Pneu-Meter."
Improved Gauge Mfg. Co., Syracuse, N. Y., "Pressurite."
Imperial Fluid Gauge Co., Canton, O.
Jay & Dee Specialty Co., Inc., N. Y. (Cylinder Compression Tester & Tire Gauge), "Economic."
Judd & Leland, Clifton Springs, N. Y., "Washburn."
Kellogg Mfg. Co., Rochester, N. Y., "National," "Staon."
Mayo-Skinner Mfg. Co., Chicago, "Little Gem."
McDonald Mfg. Co., J. F., Nevada, Iowa.
McDonald & Son Electric Co., C. C., Chenoa, Ill.
Myers Auto Tire Safety Valve Co., St. Joseph, Mo. (Combination Safety Valve & Pressure Gauge.
National Gauge & Equipment Co., La Crosse, Wis.
Newerf Rubber Co., W. D., Los Angeles.
Nurinkle Company, Indianapolis.
Rose & Simons, Kansas City, Mo.
Standard Gauge Co., Foxboro, Mass.
Schrader's Sons, Inc., A., "Universal."
STEVENS & CO., 375 Broadway, New York, "Hammond."
Stevens Mfg. & Supply Co., Chicago.
Twitchell Gauge Co., Chicago, Ill.
U. S. Gauge Co., New York, "Invincible," "Schubert."

GAUGES, Water, Circulation Indicating.

Foxboro Co., The, Foxboro, Mass.
Schaeffer & Budenberg Mfg. Co., Brooklyn, N. Y.
U. S. Gauge Co., New York ("Invincible" Tire Tube).

GAUNTLETS—See Gloves.

GEAR—See following heads:

Gear Covers—See Cases, Engine Gear and Chain.
Gear Shifts, Electric—See Shifts.
Gear Shifts, Pneumatic—See Shifts
Gear Shift Levers—See Levers, Brake.
Gear Shift Locks—See Locks, Auto; for preventing use without owner's consent.

GEARS—See following heads:

Gears, Blank—See Castings; also Forgings, Drop.
Gears, Bevel, Spiral, Helical, Spur and Worm—See Gears, Differential.
Gears, Differential.
Gears, Running.
Gears, Steering, Irreversible.
Gears, Transmission or Speed Changing.
Gears and Pinions, Brass or Steel.
Gears and Pinions, Cloth.
Gears and Pinions, Rawhide.

GEARS, Differential.

Albaugh-Dover Co., Chicago, Ill.
American Die & Tool Co., Reading, Pa.
American Vanadium Co., Pittsburgh.
Barnes Gear Co., Oswego, N. Y.
Baush Mch. Tool Co., Springfield, Mass.
Brown-Lipe-Chapin Co., Syracuse, N. Y., "Bailey."
Brown & Sharpe Mfg. Co., Providence, R. I.
Bultman Co., F. H., Cleveland, O.
Cotta Transmission Co., Rockford, Ill.
Crofoot Gear Wks., Haverhill, Mass.
Cross Gear & Engine Co., Detroit.
Cullman Wheel Co., Chicago, Ill.
Ft. Dearborn Mfg. Co., Chicago (Self Adjusting Worm Gears).
Foote Bros. Gear & Mach. Co., Chicago.
Frost Gear & Machine Co., Jackson, Mich.
Ganschow Co., Wm., Chicago.
Grant-Lees Gear Co., Cleveland.
Grossman Auto Parts Co., White Plains, N. Y.
Houpert Mch. Co., N. Y.
Illinois Gear Works, Chicago.
M. & S. Gear Corp., Detroit.
Michigan Gear & Engrg. Co., Detroit.
Muncie Gear Works, Muncie, Ind.
New Process Gear Corp., Syracuse.
Philadelphia Gear Wks., Phila., Pa.
Providence Engineering Works, Providence, R. I.
Ross Gear & Tool Co., Lafayette, Ind.
Russel Motor Axle Co., N., Detroit.
Russell Wheel & Fdry. Co., Detroit.
Service Gear & Mch. Co., Reading, Pa.
TIMKEN-DETROIT AXLE CO., Detroit, Mich.
Van Dorn & Dutton Co., Cleveland.
Vulcan Gear Works, Pontiac, Mich.
Warner Gear Co., Muncie, Ind.
Warner Mfg. Co., Toledo, O.

GEARS, Running.

American Die & Tool Co., Reading, Pa.
Berbein Auto Co., St. Louis, Mo.
Brown & Sharpe Mfg. Co., Providence, R. I.
Bultman Co., F. H., Cleveland, O.
Covert Gear Co., Detroit.
Cross Gear & Engine Co., Detroit.
Dart Mfg. Co., Waterloo, Ia.
Eclipse Buggy Co., Fort Wayne, Ind.
Elwell-Parker Elec. Co., Cleveland.
Foote Bros. Gear & Mach. Co., Chicago.
Franklin Mach. Co., Brooklyn, N. Y.
Frost Gear & Machine Co., Jackson, Mich.
Garford Co., Elyria, O.
Houk Mfg. Co., Buffalo, N. Y.
Iowa Founders & Mfg. Co., Dodge, Iowa.
Neustadt Auto & Supply Co., St. Louis, Mo.
New Process Gear Corp., Syracuse.
Providence Engineering Works, Providence, R. I. "Transo Differential."
Service Gear & Mch. Co., Reading, Pa.
Standard Roller Bearing Co., Phila.
TIMKEN DETROIT AXLE CO., Detroit, Mich.
Towanda Motor Vehicle Co., Towanda, Pa.
Van Dorn & Dutton Co., Cleveland.
Vulcan Gear Works, Pontiac, Mich.
Wall Mfg. Co., R. C., Phila., Pa.
Warner Mfg. Co., Toledo, O.

GEARS, Steering Irreversible.

Albaugh-Dover Co., Chicago, Ill.
Baush Mch. Tool Co., Springfield, Mass.
Brown & Sharpe Mfg. Co., Providence, R. I.
Crofoot Gear Wks., Haverhill, Mass.
Cross Gear & Engine Co., Detroit.
Detwiler Mfg. Co., Galion, O.
Eberhard Mfg. Co., Cleveland, O.
Eclipse Mch. Co., Elmira, N. Y.
Mich., "Off & On."
Elyria Machine Parts Co., Elyria, O.
Foote Bros. Gear & Mach. Co., Chicago.
Foster Gear Co., Columbus, O.
Frost Gear & Machine Co., Jackson, Mich.
Garford Co., Elyria, O.
Gemmer Mfg. Co., Detroit, Mich.
Gnoeth Steering Gear Co., Cincinnati, Ohio.
Hazard, Henry T., Los Angeles, Cal.
Jackson-Church-Wilcox Co., Saginaw, Mich., "Jacox."
Lavigne Gear Co., Racine, Wis.
Meisel Press & Mfg. Co., Boston.
Motor Appliance Sales Co., Detroit, Mich., "Masco."
Muncie Gear Works, Muncie, Ind.
Palmer Bros., Cos Cob, Conn. ([illegible] cyclecars).
Ross Gear & Tool Co., Lafayette, Ind.
Ross-Moyer Mfg. Co., Cincinnati, O.
Sprague Mfg. Co., E. H., Omaha, Neb.
Schweppe & Wilt Mfg. Co., Detroit.
Universal Machinery Co., Milwaukee.
Vulcan Gear Works, Pontiac, Mich.
Warner Co., T. W., Muncie, Ind.
Warner Mfg. Co., Toledo, O.

GEARS, Transmission or Speed Changing.

Albaugh-Dover Co., Chicago, Ill.
Alexander & Cox Co., Chicago, Ill.

American & British Mfg. Co., Bridgeport, Conn.
American Die & Tool Co., Reading, Pa.
Anderson Motor Co., Anderson, Ind.
Auto Parts Mfg. Co., Detroit, Mich.
Auto Parts Mfg. Co., Muncie, Ind. "T. K."
Automatic Gear Co., Chicago.
Baird Machine & Mfg. Co., Detroit.
Barnes Gear Co., Oswego, N. Y.
Brennen Motor Co., Syracuse, N. Y.
Brown Lipe Gear Co., Syracuse, N. Y.
Brown & Sharpe Mfg. Co., Providence, R. I.
Brownell Motor Co., F. A., Rochester, N. Y.
Bultman & Co., F. H., Cleveland, O.
Beverly Mfg. Co., Beverly, Mass.
Carlisle Johnson Mach. Co., Manchester, Conn.
Chandler Planer Co., Ayer, Mass.
Chester Engineering & Machine Co., Chester, Pa.
Climax Electric Works, New Salem, Mass.
Continental Motor Mfg. Co., Muskegon, Mich.
Cotes Gear Mfg. Co., Rockford, Ill.
Cotta Transmission Co., Rockford, Ill.
Covert Gear Co., Detroit, Mich.
Crofoot Gear Wks., Haverhill, Mass.
Cross Gear & Engine Co., Detroit.
Currier, Gardner Bullis, Coudersport, Pa.
Dart Mfg. Co., Anderson, Ind.
DeLoach Varispeed Co., Atlanta, Ga.
Detroit Gear & Machine Co., Detroit, Mich.
Direct Drive Gear Co., Paterson, N. J.
Durston Gear Co., Syracuse, N. Y.
Dussau Fore & Rear Drive Auto Co., Toledo, O.
Economy Equipping Co., Chicago, "Campbell."
Foote Bros. Gear & Mach. Co., Chicago.
Franklin Machine Co., Brooklyn.
Frost Gear & Machine Co., Jackson, Mich.
Ft. Wayne Auto Motor Co., Ft. Wayne, Ind.
Ganschow Co., Wm., Chicago.
Grant-Lees Gear Co., Cleveland.
Hale Motor & Machine Co., Detroit.
L. & F. Motor Car Co., New Britain, Conn.
Ingle Machine Co., Rochester, N. Y.
Illinois Gear Wks., Chicago.
Indiana Automobile Parts Co., Marion, Ind.
Jamesville Mfg. Co., Jamesville, N. Y.
Johnson & Co., J. F., Philadelphia.
Johnson Service Co., Milwaukee, Wis.
Kermath Mfg. Co., Detroit, Mich.
Koenigslow Mfg. Co., Otto, Cleveland.
Lefever Arms Co., Syracuse, N. Y.
Light Mfg. & Fdry. Co., Pottstown, Pa.
Meisel Press & Mfg. Co., Boston.
Mechanics Mach. Co., Rockford, Ill.
Merchant & Evans Co., Philadelphia, Pa., "Evans."
Michigan Automobile Co., Kalamazoo, Mich.
Model Gas Engine Works, Peru, Ind.
Muncie Gear Works, Muncie, Ind.
Munsing Motor Car Co., Hoboken.
New Process Gear Corp., Syracuse.
New York Gear Works, Brooklyn, N. Y., "Ball."
Oswald Motor Co., Goshen, Ind.
Parker Transmission & Appliance Co., Fulton, N. Y.
Peru Auto Parts Mfg. Co., Peru, Ind.
Philadelphia Gear Wks., Phila., Pa.
Pondelick Bros., Chicago.
Providence Engineering Works, Providence, R. I.
Reeves Pulley Co., Columbus, Ind.
Rockwood Mfg. Co., Indianapolis, Ind. (Paper friction only).
Service Gear & Mch. Co., Reading, Pa.
Superior Machine Tool Co., Kokomo, Ind.
Syracuse Gear Co., Syracuse, N. Y.
TIMKEN-DETROIT AXLE CO., Detroit, Mich.
Trojan Motor Co., Louisville, Ky.
Universal Machinery Co., Milwaukee.
Van Dorn & Dutton Co., Cleveland.
Vulcan Gear Works, Pontiac, Mich.
Wabash Gear Works, Terre Haute, Ind.
Warner Co., T. W., Muncie, Ind.
Warner Mfg. Co., Toledo, O.
Woodward Truck Attachment Co., Los Angeles, Cal.

GEARS AND PINIONS, Brass or Steel.

Adams Co., Dubuque, Ia.
Adapt Machinery Co., Chicago, Ill.
Albaugh-Dover Co., Chicago, Ill. (Brass and Steel).
Alexander & Cox, Chicago, Ill.
American Die & Tool Co., Reading, Pa.
Am. High Speed Chain Co., Indianapolis.
Arthur Co., New York, N. Y.
Auto Parts Mfg. Co., Muncie, Ind.
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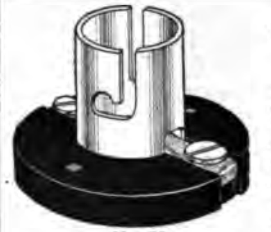

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Cincinnati Gear Works, Cincinnati.
Cleveland Worm & Gear Co., Cleveland, Ohio.
Crofoot Gear Wks., Haverhill, Mass.
Cross Gear & Engine Co., Detroit.
Cullman Wheel Co., Chicago, Ill. (Sprockets only).
Davis, Rodney, Philadelphia, Pa.
Detroit Gear & Mach. Co., Detroit.
Diamond Chain & Mfg. Co., Indianapolis.
Driggs-Seabury Ordnance Corp., Sharon, Pa.
Fawcus Mach. Co., Pittsburgh.
Fellows Gear Shaper Co., Springfield, Vt.
Foote Bros. Gear & Mach. Co., Chicago, Ill.
Frost Gear & Mach. Co., Jackson, Mich.
Gauschow Co., Wm., Chicago, Ill.
Gear Grinding Mach Co., Detroit.
Gleason Works, Rochester, N. Y.
Gould & Eberhardt, Newark, N. J.
Grant Gear Works, Boston, Mass.
Grant-Lees Gear Co., Cleveland.
Hawthorne Mfg. Co., Bridgeport, Conn.
Horsburgh & Scott, Cleveland, O.
M & S Gear Corp., Detroit.
Meisel Press & Mfg. Co., Boston.
Michigan Steel Casting Co., Detroit.
Motor Car Supply Co., Chicago, Ill.
Muncie Gear Works, Muncie, Ind.
National Motor Goods Co., St. Louis.
New England Gear Works, Boston.
New Process Gear Corp., Syracuse.
Newark Gear Cutting Mach. Co., Newark, N. J.
Nilson-Miller Co., Hoboken, N. J.
Northern Engr. Works, Detroit.
Nuttall Co., R. D., Pittsburg, Pa.
Parish & Bingham Co., Cleveland.
Pennsylvania Gear Works, Phila., Pa.
Philadelphia Gear Works, Phila., Pa.
Prosser & Sons, Thomas, New York, "Krupp" (Importers).
Ross Gear & Tool Co., Lafayette, Ind.
Sawyer Gear Works, Cleveland, O.
Service Gear & Mch. Co., Reading, Pa.
Sier-Bath Co., New York.
Spacke Machine Co., F. W., Indianapolis, Ind.
Syracuse Rawhide Mfg. Co., Syracuse, N. Y.
T. C. M. Mfg. Co., Newark, N. J.
Throop Perforating Co., Buffalo.
Turley Gear & Mach. Co., St. Louis.
Universal Machinery Co., Milwaukee, Wis.
Van Dorn & Dutton Co., Cleveland.
Vulcan Gear Works, Pontiac, Mich.
Wabash Gear Works, Terre Haute, Ind.
Warner Gear Co., Muncie, Ind.
Westerfield & Co., G. G., Indianapolis, Ind.
Woburn Gear & Pinion Works, Woburn, Mass.
Woburn Gear Works, Woburn, Mass.
Worcester Gear Wks., Worcester, Mass.

GEARS AND PINIONS, Cloth.

Genl. Elec. Co. Schenectady, N. Y.

GEARS AND PINIONS, Rawhide.

Boston Gear Works, Norfolk Downs, Mass.
Chicago Rawhide Mfg. Co., Chicago.
Foote Bros. Gear & Mch. Co., Chicago.
Frost Gear & Mach. Co., Jackson, Mich.
Ganschow Co., Wm., Chicago, Ill.
Grant Gear Works, Boston, Mass.
Horsburgh & Scott Co., Cleveland.
Meisel Press & Mfg. Co., Boston.
New Process Gear Corp., Syracuse.
Nuttall Co., R. D., Pittsburg, Pa.
Philadelphia Gear Works, Phila., Pa.
Poole Engrg. & Mach. Co., Baltimore, Md.
Sier-Bath Co., New York, N. Y.
Syracuse Rawhide Mfg. Co., Syracuse, N. Y.
Woburn Gear Works, Woburn, Mass.

GENERATORS—See following heads:

- Generators, Gasoline Gas, for the burner of a steam boiler.
- Generators, Kerosene Gas, for the burner of a steam boiler.
- Generators, Oxygen.
- Generators, Spark—See Magnetos and Dynamos

GENERATORS, Gasoline Gas; for the burner of a steam boiler.

Walker Co., R. A., Louisville, Ky.

GENERATORS, Kerosene Gas; for the burner of a steam boiler.

Distillate Motor Equipment Co., San Francisco, Cal., "Farnsworth."
Walker Co., R. A., Louisville, Ky.

GENERATORS, Oxygen.

Bateman Bros., Centerville, Ia., "Oxophyor."

GLARE SHIELDS—See Shields.

GLASSES

Double-Lens Glass Co., Chicago.
Macbeth-Evans Glass Co., Pittsburgh, Pa.

GLOVES and Gauntlets, Motorists'.

Allen & Son, J. C., Gloversville, N. Y.
American Buffalo Robe Co., Buffalo, N. Y.
American Glove Co., Chicago, Ill., "Turtleneck."
Beloit Glove & Mitten Co., Beloit, Wis.
Carron & Co., New York City (Electrically Warmed).
Chicago Auto Robe Supply Co., Chicago, Ill. (Fur).
Clark Glove Co., Peabody, Mass.
Crosby-Frisian Fur Co., Rochester, N. Y.
Deerskin Glove Co., Gloversville, N. Y.
Demmerle & Co., New York, N. Y.
Eisendrath Glove Co., Chicago, Ill.
Ellsworth & Thayer Mfg. Co., Milwaukee, Wis., "Kantryp," "Great Western."
Engel Wm. A., Gloversville, N. Y., "Everwear."
Fremont Mitten & Glove Co., Fremont, O.
Gloversville Auto Glove Co., Gloversville, N. Y., "M. W. M."
Hansen Mfg. Co., O. C., Milwaukee.
Heagle, James, Johnstown, N. Y. "Black Ghost."
Luther Glove Co., J. P., Berlin, Wis., "Red Ball."
M. & E. Mfg. Co., Ashland, O (Oilskin Repair).
Morawetz Co., The, Milwaukee, Wis.
Morrison-Ricker Mfg. Co., Grinnell, Iowa, "Grinnell," "Ristfit," "Grip Tite," "Limp-Kuff."
Southern California Glove Co., Hawthorne, Cal.
Spear-Martin Fur Co., Burlington, Vt., "Adirondack."
Syracuse & Elbridge Glove & Leggin Co., Syracuse, N. Y., "Northrup."
Wallace & Co., Hugh, Detroit.

GOGGLES and Eye Protectors.

Adams, Wm. C., Boston, Mass.
American Thermoware Co., New York (Importers "Autocrat").
Bentley Co., S. E., Springfield, Mass., "Springfield," "Berkshire."
Chicago Eye Shield Co., Chicago, "Boston."
Cohn & Co., Max G., Inc., N. Y., "Peerless," "Turtle," "Tourist," "Aristocrat," "Elite."
Essex Rubber Co., Inc., Trenton, N. J.
Dimmer Goggle Co., Whiting, Ind. (two color).
Frank & Co., Arthur, New York.
George & Whyte Co.
Griffin, Geo. A., New York, N. Y., "Day & Night."
Globe Optical Co., Boston, Mass.
Hardy & Co., F. A., Chicago, "Autoglas."
Iowa Optical Co., New London, Ia., "Cooks."
Jay & Dee Specialty Co., New York.
Leasure Eye & Nose Shield Co., Bradford, Pa.
Motor Car Supply Co., Chicago, "M. C. S."
New Era Optical Co., Chicago, Ill., "New Era," "Torical."
North Carolina Mica Co., Boston, Mass., "Kant-Krack."
Opthalmuscope Co., Toledo, O.
Penna. Optical Co., Reading, Pa.
Sanitary Sales Co., Bradford, Pa., "Leasure."
Spencer Optical Co., New York, N. Y
Standard Optical Co., Geneva, N. Y. "Stoco."
Strauss & Buegeleisen New York, "Allwon," "Micalite" (Fireproof Celluloid).
Sussfeld, Lorsch & Co., New York, "Guardian."
White-Haines Optical Co., Columbus, O.
Willson & Co., T. A., Reading, Pa., "Albex," "Zylbex."

GONGS—See Bells.

GOVERNORS, for maintaining constant speed of engine, by governing velocity of inflowing gases.

Kramer Co., B. G., Milwaukee, Wis.
Monarch Governor Co., Detroit.
Pierce Speed Controller Co., Anderson, Ind.

GRADE INDICATORS—See Meters.

GRAPHITE

Dixon Crucible Co., Jos., Jersey City, N. J.
Graphillo Products Co., Newark, N. J.
International Acheson Graphite Co., Niagara Falls, N. Y., "Gredag," "Oildag."
Lumen Bearing Co., Buffalo, "Lesoyl."
National Cement & Rubber Co., Toledo, O.
Obermayer Co., S., Pittsburgh, Pa.
United States Graphite Co., Saginaw, Mich.
Van Cleef Bros., Chicago.
Wisconsin Graphite Co., Stevens Point, Wis.

GREASE—See Lubricants.

GREASE INJECTORS—See Guns, Oil and Grease.

GRINDING COMPOUNDS—See Compounds, Valve Grinding.

GRIPS—See following heads:

- Grips, Anti-Skidding—See Bands, Anti-Skidding; also Chains, Tire; also Protectors, Tire; also Hooks, Mud.
- Grips, Steering Wheel.
- Grips, Tire (for Holding Clincher Tires in place while putting on), see Tools. Removing and Replacing.
- Grips, Pedal.

GRIPS, Pedal.

Adams & Findlay, N. Y., "Neverslip" (Distributors).
Auto Parts Co., Providence, R. I.
Auto Pedal Pad Co., New York.
Crescent Mfg. Co., N. Y., "Apco" (sole agent).
Eberhard Mfg. Co., Cleveland, O.
Grossman Mfg. Co., E., Brooklyn, N. Y.
Mattson Rubber Co., Lodi, Bergen County, N. J.
Mechanical Rubber Co., Cleveland, O.
Metal Stamping Co., Long Island City, N. Y.
Sidwell Pedal Mat Co., Boston.
Rives Mfg. Co., G. H., New York.

GRIPS Steering Wheels

American Enamel Co., Prov., R. I.
Goodrich Co., B. F., Akron, O.
Goodyear Rubber Hose & Packing Co., Philadelphia, "Steerease."
Goodpear Tire & Rubber Co., Akron.
Hoyne Surridge Aut oGoods Co., St. Louis, Mo., "Ese Grip."
Leather Tire Goods Co., Niagara Falls, N. Y.
Stokes Dubber Co., Jos., Trenton, N.J.

GUARDS—See following heads:

- Guards, Chain—See Cases, Engine, Gear and Chain.
- Guards, Dust—See Shields, Dust.
- Guards, Mud—See Fenders.
- Guards, Wire, Portable Inc. Lamp.

GUARDS, Wire, Portable Inc. Lamp.

Benjamin Electric Mfg. Co., Chicago, Ill., "Protectalite."
Culver-Stearns Mfg. Co., Worcester, Mass.
Electric Service Supplies Co., Philadelphia, Pa., "Keystone."
General Elec. Co., Schenectady, N. Y.
Hamblin & Russell Mfg. Co., Worcester, Mass.
Harvard Electric Co., Chicago, Ill.
Hubbell, Inc., H., Bridgeport, Ct.
Lovell Co., F. H., Arlington, N. J
Matthews & Bro., Inc., W. N., St. Louis, Mo., "Holdfast."
McGill Mfg. Co., Valparaiso, Ind., "Security," "Bull Dog," "Improved Protector," "Loxon," "Standard A," "National."
Morse, Frank W., Boston, Mass. (Tubular Lamp), "Never Break," "100 Styles," "Morse," "Webster," "Harvard," "Eureka," "Peerless."
Overbaugh & Ayres Mfg. Co., Chicago, Ill., "Oamco."
Rosen & Co., A. W., New York, "Rosco."

GUIDES, Mechanical.

Chadwick, L. G., Bantam, Conn.

GUNS—See following heads:

- Guns, Air.
- Cleaners, Machinery.
- Guns, Oil and Grease.

GUNS, Air.

Powell Co., The Wm., Cincinnati, O.

GUNS, Oil and Grease.

Agner Co., Ramond C., Burlington Wis., "Burlington Simplex."
Avery Portable Lighting Co., Milwaukee, Wis. (for Garages only).
Beckley-Ralston Co., Chicago, Ill., "B. & R.," "Maximus."
Bell Pump Co., East Detroit, Mich
Bigsby Rotary Mfg. Co., Cleveland.
Bridgeport Brass Co., Bridgeport, Conn
Boe & Co., H. M., Minneapolis, Minn. (Pneumatic for Garages).
Brown Co., Syracuse, N. Y.
Carylon Mfg. Co., E. Cleveland, O.
Climax Spec. Co., Seneca Falls, N. Y
Codman & Shurtleff, Boston, Mass
Cox Brass Mfg. Co., Albany, N. Y.
Delta Mfg. Co., Newark, N. J.
Edelmann & Co., E., Chicago, "Jumbo."
Elmar Mfg. Co., Alameda, Cal., "Freeman" (self-filling).
Essex Brass Co., G. B., Detroit.
Fowler Lamp & Mfg. Co., Chicago, "Yankee."
Gemco Mfg. Co., Milwaukee, Wis.
Generator Valve Co., Inc., Brooklyn, N. Y., "James."
Gleason Peters Air Pump Co., Brooklyn, N. Y.
Hancock Mfg. Co., Charlotte, Mich.
Haney & Co., J. H., Hastings, Neb., "Rose."
Hayes Grease Gun Co., Newark, N. J.
Hunt Mfg. Co., Ottumwa, Ia. (Grease only).
Judd & Leland Mfg. Co., Clifton Springs N. Y., "Victor."
Kellogg Mfg. Co., Rochester, N. Y.
Knapp Mfg. Co., New York.
Lee, Henry B., New London, Conn.
Lewis Pneumatic Grease Gun, Chicago.
Lombardi Motor Co., Derby, Conn.
Lubricating Accessories Co., Paterson, N. J., "Laco."
Neiman Machine Wks., Freeport, Ill.
Noera Mfg. Co., Waterbury, Conn.
Ottumwa Box Car Loader Co., Ottumwa, Ia.
Penn, Inc., A. C., New York (sole agent), "Miller," "Big Dane."
Power Sales Co., Chicago, "Strickler."
Puritan Mfg. Co., Bridgeport, Conn.
Randall - Faichney Co., Boston, Mass., "B-Line," "Boston," "Boulevard," "Back Bay," "Copley."
Runyen Mfg. Co., Grand Rapids, Mich. (for Garages).
Star Brass Wks. Co., Kansas City, Mo., "P. D. Q."
Standard Sheet Metal Co., Passaic, N. J., "Pioneer."
STEVENS & CO., 375 Broadway, New York.
Sunderland Mfg. Co., Chicago, "Pitner."
Townsend & Co., S. P., Orange, N. J.
Tell City Fdy. & Mach. Wks., Tell City, Ind., "Goul" Grease Gun.
20th Century Mfg. Co., Newark N. J.
Warren & Anderson, Minneapolis Minneapolis ("Ekerns" Grease Pump).
Weaver Mfg. Co., Springfield, Ill. (Valveless Bucket Pump).

HAIR, Upholstery.

Armour Curled Hair Wks., Chicago.
Mitchell Co., P. R., Cincinnati, O.
Morris & Co., Nelson, Chicago.
Wilkins Co., Wm., Baltimore, Md.
Wilson & Co., Chicago.

HAMMOCKS for Carrying Babies in Tonneau.

Hilton Hammock Co., Seattle.

HAND WARMERS, See Heaters, Steering Wheel.

HANDLES—See following heads:

- Handles, Lamp—See Guards, Wire.
- Handles, Locks and Hinges.

HANDLES, Locks and Hinges.

Aetna Brass Mfg. Co., Cleveland, O.
American Brass & Iron Co., Detroit.
Automatic Lock Co., Chicago (for doors).
Burns & Bassick Co., Bridgeport, Conn.
Bush Mfg. Co., Hartford, Conn.
Central Brass & Fixture Co., Springfield, O.
Cowles & Co., New Haven, Conn.
Douglas & Lomason Co., Detroit.
Eberhard Mfg. Co., Cleveland, O. "Acme" Door Locks.
Ellinger & Vogt Co., Palmyra, Mich.
English & Mersick Co., New Haven.
Ervien, Horace, Ogontz, Pa. "Mitchell."
Enterprise Brass & Plating Co., Cincinnati, O.
Gemco Mfg. Co., Milwaukee (Hood Handles).
Globe Mach. & Stamping Co. Cleveland, O.
Hoover Co., W. H., New Berlin, O.
Ideal Brass Co., Indianapolis.
IMPERIAL BRASS MFG. CO., 534 So. Racine Ave., Chicago, Ill.
Jonah & George, Merrimac, Mass.
Keeler Brass Co., Grand Rapids Mich.
Law Engineering & Specialty Co., Inc., Rochester, N. Y.
Lockwood Co., Newark, N. J.
Medina Stamping & Machine Co., Medina, N. Y.
Merrimac Hinge Co., Merrimac, Mass.
Metal Stamping Co., Long Island City, N. Y.
Murdock, Jr., Co., Jas., Cincinnati.
Murphy Co., G. W. J., Merrimac, Mass
North & Judd Mfg. Co., New Britain, Conn.
Novelty Mfg. Co., Waterbury, Conn.
Parsons Mfg. Co., Detroit, Mich.
Phoenix Lock Works, Newark, N. J.
Perpente Mfg. Co., New Haven, Ct.
Sargeant Mfg. Co., Newark, N. J.
Searight Mfg. Co., Detroit, "See-Rite" (flush door lock).
Soss Mfg. Co., Brooklyn, N. Y. (Hinge).
Smith & Co., Jos., Detroit.
Stanley Wks., New Britain, Ct. (Hinges).
Taylor Co., H. D., Buffalo.
Western Brass Mfg. Co., Chicago.
White Mfg. Co., Bridgeport, Conn. (Handles only).
Wiener-Barnet Co., Newark, N. J.
Woodruff & Sons Co., W. W., Mt. Carmel, Conn.
Yale & Towne, New York.
Waterhouse Mfg. Co., Neawrk, N. J.
WHITEHOUSE, LE COMPTE MFG. CO., Newark, N. J.

HANGERS, Running Board—See Irons, Body.

HANGERS, Spring.

EBERHARD MFG. CO., THE, Cleveland, O.

HEADLIGHT TURNING Devices—See Brackets, Lamp, Automatic and Adjustable.

HEATERS—See following heads:

- Heaters, Air (attached to intake pipe).
- Heaters, Automobile.
- Heaters, Feed Water.
- Heaters, Gas (for heating Garages).
- Heaters, Manifold.
- Heaters, Radiator and Motor.
- Heaters, Steering Wheel.

HEATERS, Air (for Carbureter).

Automatic Carburetor Regulator Co., Inc., Detroit.
Baum Co., C. R., Kansas City, Mo.
Charles Supplementary Carburetor Co., Denver, Col. (Kerosene can be used with this attachment).
Crone, F. C., Buffalo, N. Y.
Deppe, W. P., New York City.
FINDEISEN & KROPF MFG. CO., 2151 Rockwell st., Chicago, Ill., "Rayfield."
Fort Wayne Engrg. & Mfg. Co., Ft. Wayne, Ind., "Paul."
Generator Valve Co., Brooklyn, "James."
"Go" Motor Speeder Co., The, Three Rivers, Mich.
Ideal Brass Works, Indianapolis.
Ingersoll Elec. Vaporizer Co., Chicago.
Inst. Lighter Co., Columbus, O., "Economy Gasoline Improver."
Interstate Electric Co., New Orleans, "Teco."
Johnson, Henry B., Economizer Co., Philadelphia, Pa.
Johns-Manville Co., H. W., New York, "Arnold."
Mechanical Utilities Corp., Chicago, "Line."
National Economic Supply Co., New York, "R. O. C. superheater."
Parkhurst Lavender Mch. Co., Webster City, Iowa.
Peerless Motor Spec. Co., New York.
Seels Regulator Co., Chicago (Regulates mixture with the weather).
Sixth City Mach. Co., Cleveland, O.
Sprague Mfg. Co., E. H., Omaha, Neb.
Traub, U. S., Yonkers, N. Y., "Duelec."
United Motor Equipment Co., Chicago, Ill., "Sure Start."
Universal Shock Eliminator Co., N. Y.
Wharton Vaporizer Co., Philadelphia.
Whittelsey Mfg. Co., New York.
Willard Co., South Bend, Ind.
Zip Mfg. Co., Chicago (heater plug).

HEATERS, Automobile or Carriage.

AMERICAN ELEC. CO., Chicago, Ill., "Samson."
Am. Electrical Heater Co., Detroit.
Argo Electric Vehicle Co., Saginaw, Mich.
Atlas Ball Co., Phila., "Al-Ton."
Auto Heater Co. of Amer., Brooklyn, N. Y.
Brevando Mfg. Co., Rochester, N. Y., "Auto-Rad."
Brickey Auto Heater Co., Aberdeen, S. Dakota.
Century Fdry. Co., Syracuse, N. Y.
Chicago Flexible Shaft Co., Chicago, "Clark," "Duchess."
Cincinnati Auto Heater Mfg. Co., Cincinnati, Ohio.
Cincinnati Pump Co., Cincinnati, O.
Consolidated Car Htg. Co., N. Y. C. (Electric Foot Warmers).
Continental Auto Heater Co., New York, "Four in One."
Cox Brass Mfg. Co., Albany, N. Y., "Mason" Thermo Heaters).

Craftsman Motor Corp., Chicago "Autocraft-Bovey."
Dayton Welding Co., Dayton O., "Blackwell."
Despatch Mfg. Co., Minneapolis, Minn.
Dunkirk Corp., Dunkirk, N. Y.
Detroit Auto Heater Co., Detroit.
Detroit National Automobile Htr. Co., Detroit.
Durkee-Atwood Co., Minneapolis "Rie Nie."
Ensminger, Chas. C., Shelbyville, Ind.
F. S. & D. Mfg. Co., Syracuse, N.Y.
Hill Pump Valve Co., Chicago, "Utility."
Hughes Electric Htg. Co., Chicago.
Ideal Sheet Metal Wks., Chicago, Ill.
J. M. Shock Absorber Co., Phila. (Heater Foot Rest).
Kidde & Co., New York.
Konsrv Elec. Co., Cleveland, O. (foot-rest).
K. P. Mfg. Co., N. Y., (foot rest heater).
Lehman Bros., New York, "Queen," "Star."
Lytle Auto Heater Co., Memphis.
Macey, B. F., Boston.
McClintock, Mfgr. Edward, Minneapolis, Minn.
METAL SPECIALTIES MFG. CO., 338-352 No. Kedzie Ave., Chicago, (Electric). "Presto."
Milwaukee Auto Spec. Co., Milwaukee, Wis., "Radio."
Motor & Mfg. Works Co., Dunkirk, N. Y., "Rational," "Reid."
O'Connor, Thos. E., Saratoga, N. Y.
Ottofy Auto Heater Co., St. Louis.
Pence Automobile Co., Minneapolis.
Perfection Spring Service Co., Cleveland (Exhaust).
Peerless Radiator Co., Gibbs, Idaho (Hot Water).
Re-Ac Co., New Castle, Pa.
Reynolds Dull Flasher Co., Chicago.
Reliable Auto Heater Co., Cleveland, "Vesuvian."
Riverside Mch. Wks., Newcastle, Pa., "Bailey."
Robinson Heater Co., Milwaukee, Wis.
St. Louis Heater & Mfg. Co., St. Louis, Mo.
Simplex Electric Htg. Co., Cambridge, Mass.
Standard Parts Co., Cleveland, O., "Perfection."
Standard Stamping Co., Marysville, O.
Victor Heater Co., Camden, N. J.
Wagenhals Mfg. Co., St. Louis, Mo.
Ward, L. J., Pittsburgh Pa.

HEATERS, Feed Water.

National Pipe Bending Co., New Haven, Conn.
Ofeldt & Sons, F. W., Nyack, N. Y
Ranlet Automobile Co., St. Johnsbury, Vt.

HEATERS (for Heating Garages).

Edwards Mfg. Co., Cincinnati, O., "Reo."
Kanneberg Roofing & Ceiling Co., Canton, O., "Auto-Hot."
Scientific Heater Co., Cleveland, O
Schliet Mfg. Co., Inc., W. A., Syracuse, N. Y., "Wasco."
Superior Mfg. Co., N. S., Pittsburg, Pa.

HEATERS, Manifold.

Clark Gas Power Co., Herkimer, N. Y., "Thermo-Kor."
"H. S. Letts."

HEATERS, Radiator and Motor.

Hughes Electric Htg. Co., Chicago.
METAL SPECIALTIES MFG. CO., 338-352 No. Kedzie Ave., Chicago, Ill., "Presto."
Rose Mfg. Co., Philadelphia, "Neverout" (combination radiator and Garage Heater).
Simpson Carburetor Co., Inc., Detroit.

HEATERS, Steering Wheel.

Electric Heating Element Co., Minneapolis, "Electrogrips."
Interstate Electric Co., New Orleans, La., "Ieco Steer Warms."
Motorist Warm Grip Co., Marshall, Texas.
Pouvailsmith Corp., Poughkeepsie, N. Y., "Povasco."
Rosen & Co., A. W., N. Y., "Rosco."
Warm Hand Steering Wheel Corp., Inc., Poughkeepsie, N. Y.

HINGES—See following heads:

Handles, Locks and Hinges.
Hinges, Door—See Handles, Locks Hinges.
Hinges, Hood.

HINGES, Hood.

Hinges, Window—See Fixtures, Window.
A-Z Co., New York.
Bronson Co., H. D., Beacon Falls Conn.
Eberhard Mfg. Co., Cleveland, O.
Hunt & Dorman Mfg. Co., Cleveland
Kinsey Mfg. Co., Toledo, O.
Smith & Co., Jos. N., Detroit, Mich.
Waterbury Brass Goods Corp., Waterbury, Conn.

HOISTS—See following heads:

Hoists—Hydraulic.
Hoists—See Cranes, etc.
Hoists, Top.

HOISTS, Hydraulic—For Dumping Trucks.

Wood Hydraulic Hoist & Body Co., Detroit, Mich.

HOISTS, Top.

Brown Traflog Co., Cleveland, O.
Crary Co., Detroit, Mich., "Jiffy."
Metal Stamping Co., Long Island City, N. Y., "Triumph."
Ohio Top & Mfg. Co., Toledo, O.

HOLDERS—See following heads:

Holders, Battery—See also Boxes.
Holders, Bouquet.
Holders, Bow—See Separators, Bow.
Holders, Can.
Holders, Cigar Lighter.
Holders, Crank.
Holders, Curtain, Door.
Holders, Garage Door.
Holders, Flag & Pennant.
Holders, Lamp, for night repairing.
Holders, License.
Holders, Starting Crank.
Holders, Tire.
Holders, Tool—Lathe & Planer.
Holders, Top—See Straps, Leather; also Separators, Bow.
Holders, Watch—See also Clocks.

HOLDERS, Battery.

Campbell Co., A. S., Boston, "Cello."
Eureka Supply Co., Camden, N. J., (Fibre).
Mersman Bros., Ottawa, O. (Cabinet).
Paragon Sellers Co., Chicago.
Stanley & Patterson, New York, "Watertight," "Sealed-in" (Wireless).
Sumter Elect. Co., Sumter, S. C.

HOLDERS, Bouquet.

Hawkes & Co., T. G., Corning, N. Y.
International Silver Co., Meriden, Conn.
Liberty Cut Glass Wks., Egg Harbor, N. J.
Ronson Spec. Co., Newark, N. J.
Seneca Glass Co., Morgantown, W. Va.

HOLDERS, Can.

Buffum Tool Co., Louisiana, Mo.
Dayton Malleable Iron Co., Dayton, Ohio.
Halladay Co., L. P., Streator, Ill., "Reliable," "Universal."
Mayo Mfg. Co., Chicago, "Security."
Unique Findings & Supply Co., Providence, R. I.

HOLDERS, Cigar Lighter.

METAL SPECIALTIES MFG. CO., 338-352 No. Kedzie Ave., Chicago, Ill.,

HOLDERS, Crank (metal attached to chassis).

Gilbert Mfg. Co., New Haven, Conn.
Hager & Son, New York, N. Y.
Northern Specialty Co., Crystal Falls, Mich.

HOLDERS, Curtain, Door.

Blackmore, Chas. C., Cincinnati, O., "Universal."

HOLDERS, Flag & Pennant.

Allen Pin Co., Providence, R. I.
Flaglite Co., Cleveland, O.
National Can Co., Detroit.
Seng. Auto Device Co., Chicago.
Shattuck Mfg. Co., N. Y. City.

HOLDERS, Garage Door.

Griffin Mfg. Co., Erie, Pa.
Shelby Spring Hinge Co., Shelby, O.

HOLDERS, Lamp, for night repairing

Arnold Auto Spec. Co., Garfield, N J., "Fixal-Nite."
Muller, Edward, North Bergen, N. J.

HOLDERS, License.

Alexander Mfg. Co., J., New York.
Auto Parts Co., Providence, R. I.
A-Auto Appliance Co., Providence, R. I., "A. A. A."
Balzer Co., Inc., Gus, New York.
Central Brass & Fixture Co., Springfield, O.
Chase Mfg. Co., Toledo, O.
Cornelius Auto Sales Co., Toledo, O., "Perfect."
Cornelius-Browning Co., Toledo.
Cox Brass Mfg. Co., Albany, N. Y.
Dayton Malleable Iron Co., Dayton.
Eberhard Mfg. Co., Cleveland, O.
Edelmann & Co., E., Chicago, Ill., "Reerlite."
Fowler Lamp & Mfg. Co., Chicago.
Gemco Mfg. Co., Milwaukee, Wis., "Gemco."
General Utility Co., Philadelphia, Pa., "Bastian."
Grossman, Emil, Brooklyn, N. Y.
Halladay Co., L. P., Streator, Ill.
Humboldt Mach. & Stamping Co., Long Island City, N. Y.
Kiski Novelty Co., Leechburg, Pa.
Lea, R. S., Trenton, N. J., "Coryell."
Lee Co., Wm. O., Port Huron, Mich.
Leyman Co., Cincinnati.
M. & M. Mfg. Co., Cincinnati.
Metal Stamping Co., L. I. City, N.Y.
Milwaukee Auto Eng. & Supply Co., Milwaukee.
Milwaukee Auto Specialty Co., Milwaukee, "Masco."
N. Y. Wire & Spring Co., N. Y.
Oakes Co., Indianapolis, Ind.
Phillips, Fordham, Allston, Mass., "Boston."
Pratt Mfg. Co., Wm. E., Chicago.
Reed Co., Inc., Mayfield, Cal. (comb. rad., cap. and license holder).
Rose Mfg. Co., Philadelphia, Pa., "Neverout."
Rosen & Co., A. W., New York, "Rosco."
Security Co., Pittsburgh (Fords).
Stewart, F. W., Chicago, "Wilson" (Sole Distributor).
Typhoon Signal Co., Lincoln, Ill.
Unique Findings & Supply Co., Providence, R. I.
Vesta Accumulator Co., Chicago.
Walker-Moore Mfg. Co., Racine, Wis., "Allsteel."
Whitehouse, Le Compte Mfg. Co., Newark, N. J.

HOLDERS, Starting Crank.

Atlas Spec. Mfg. Co., Chicago.
Auto Parts Co., Providence, R. I., "Apco."
Carter Co., Geo. R., Connersville, Ind.
Detroit Leather Wks., Detroit.
Economy Stay Co., St. Louis, Mo.
Feeser Co., Frank S., Indianapolis Ind.
Gilbert Mfg. Co., New Haven, Conn., "Diamond."
Grossman Co., Emil, Brooklyn, N. Y.
Hager & Son, Chas., New York.
Humboldt Mch. & Stamp'g Co., Long Island City, N. Y.
Nathan Novelty Mfg. Co., New York
Niagara Fabric Mfg. Co., New York.
Oakes Co., Indianapolis, Ind.
Perkins Campbell Co., Cincinnati, O., "Campbell."
Premier Novelty Mfg. Co., New York.
Smith-Worthington Co., Hartford, Ct
Smith & Son, Jas., Brooklyn, N. Y
Unique Finding & Supply Co., Providence, R. I.
Vaugier Mfg. Co., Piqua, O.
Vehicle Apron & Hood Co., Columbus, O., "Gordon."

HOLDERS Tire.

Aetna Brass Mfg. Co., Cleveland, O
Alexander Mfg. Co., J., New York.
Allen Auto Spec. Co., New York.
Aluminum Goods Mfg. Co., Newark N J.
American Auto Specialty Co., Peru, Ind., "Asco" (for Fords).
Auto Parts Co., Providence, R. I. (Ford).
Auto Parts Mfg. Co., Milwaukee, Wis., "Badger."
Auto Spec. Co., Toledo, O., "Campbell."
Au-To Compressor Co., Wilmington, O., "Oro."
Attwood Brass Works, Grand Rapids, Mich.
B. E. Mfg. Co., New York, "Bemco."
Beckley & Ralston Co., Chicago, Ill., "Monarch."
Central Brass & Fixture Co., Springfield, O.
Cox Brass Mfg. Co., Albany, N. Y., "Acme," "Model," "Globe," "Duplex," "Monarch."
Crescent Mfg. Co., New York, "Imperial," "Amco."
Dayton Malleable Iron Co., Dayton.
Detroit Demountable Rim Co., Detroit.
Douglas & Lomason Co., Detroit.
Eberhard Mfg. Co., Cleveland, O.
FINDEISEN & KROPF MFG. CO., 2151 Rockwell st., Chicago, Ill.
Fiske Iron Wks., J. W., New York.
Gemco Mfg. Co., Milwaukee, Wis.,
Graham & Co., James, New Haven, Conn.
Gilbert Mfg. Co., New Haven, Conn
Grossman Co., Emil Brooklyn, N. Y.
Halladay Co., L. P., Streator, Ill.
Highton & Sons Co., Wm., Nashua N. H.
Hoover Spring Co., San Francisco, Cal.
Hoyt Elecl. Inst. Works, Penacook N. H.
Humboldt Mach. & Stamping Co., Long Island City, N. Y.
Keeler Brass Co., Grand Rapids, Mich.
International Metal Stamping Co., Chicago, "Simplex," "Duplex."
Imperial Brass Mfg. Co., Chicago, Ill.
McKinnon Dash Co., Buffalo, N. Y.
Medina Stamping & Machine Co., Medina, N. Y.
Metal Stamping Co., L. I. City, N.Y.
Miller, Thos. T., Hdwe. Co., Easton, Pa., "Perfection" ("Miller" adjustable holder and lock.
Milwaukee Auto Eng. & Supply Co., Milwaukee.
Milwaukee Auto Spec. Co., Milwaukee, "Radium," "Masco."
Motor Car Supply Co., Chicago, Ill.
Motor Patents Co., Detroit, Mich., "Perrin."
New Era Spring & Spec. Co., Detroit, "Sly."
Nichol-Straight Fdry. Co., Chicago.
Novelty Mfg. Co., Waterbury, Conn.
Oltmanns Kunkle Co., Peoria, Ill., "Best."
Onguard Auto Necessities Co., Detroit.
Pratt Mfg. Co., Wm. E., Chicago.
Pratzner, J. V., New Haven, Conn. (Comb. Tire Trunk).
Rands Mfg. Co., Detroit, Mich.
Rimolox Tire Carrier Co., Evansville, Ind. (with locking device).
Sioholm, N. P., St. Louis, Mo.
Sly Mfg. Co., W. W., Cleveland.
Smith, H. Lund, Paterson, N. J.
Smith Mach. Co., Paterson, N. J.
Smith & Co., Jos. N., Detroit.
Star Brass Works Kansas City, Mo.
Stewart Co., F. W., Detroit, "Wilson)" (Sole Distributor).
Strifler & Shannon, Los Angeles, "Climax."
Stryker, C. W., Syracuse, N. Y.
Sunderland Mfg. Co., Chicago, "Pitner."
Vogel & Bros., Wm., Brooklyn, N. Y.
Western Brass Mfg. Works, Chicago, Ill., "Hercules."
Whitehouse, Le Compte Mfg. Co., Newark, N. J.
Wiener-Barnet Co., Newark, N. J.

HOLDERS, Tool, Lathe & Planer.

Almond Mfg. Co., T. R., Ashburnham, Mass.
American Tool & Mach. Co., Boston.
Armstrong Bros. Tool Co., Chicago.
Billings & Spencer Co., Hartford, Ct.
Brown Mach. Co., Battle Creek, Mich.
Braunsdorf-Mueller Co., Elizabeth, N. J.
Celfor Tool Co., Buchanan, Mich.
Morgan Mfg. Co., Newport, R. I., "Handy."
O. K. Tool Holder Co., Shelton, Ct.
Ready Tool Co., Bridgeport, Conn., "Red-E."
Rigid Tool Holder Co., Washington, D. C., "Gibbs."
Thompson & Son Co., Henry G., New Haven, Conn., "Carr."
Triangular Tool Co., Erie, Pa.
Union Caliper Co., Orange, Mass.
Van Doren Mfg. Co., Chicago Hts., Ill., "Vandor."
Western Toool & Mfg. Co., Springfield, O., "Champion," "Torpedo," "Yale."

HOLDERS, Watch

Adams Co., Henry T., Chicago.
Burleigh, Geo. K., Penacook, N. H.
Cowles & Co., New Haven, Ct.
Lang, H. L., Staunton, Va., "Simplex."
Metal Specialties Mfg. Co., Chicago.
Osborne & Stephenson Mfg. Co., Plainville, Conn.
Rumpp & Sons, C. F., Philadelphia, Pa., "Keystone."

HOOD HANDLES—See Fasteners, Hood.

HOODS, Motor.

A-Z Co., New York, N. Y.
Aepinus-Haggstom Mfg. Co., Chicago, Ill.
American Auto Parts Co., Columbus, O.
Auto Metal Co., Springfield, Mass.
Badger & Sons Co., E. B., Boston.
Becker, Wm., Hoboken, N. J.
Beuret Mfg. Co., Auburn, Ind.
Briscoe Mfg. Co., Detroit, Mich.
Bunn-Hutchinson Co., Cleveland.
Bush Mfg. Co., Hartford, Conn.
Chicago Mfg. Co., Chicago.
Davis & Schegg Co., New York.
Detroit Auto Dash Co., Detroit.
Detroit Auto Specialty Co., Detroit.
Diamond Mfg. Co., Detroit, Mich.
Eureka Auto Parts Co., St. Louis.
Fedders Mfg. Co., Buffalo, N. Y.
Franklin Machine Co., Brooklyn.
Folsom Mfg. Co., C. R., South Bend, Ind.
Grand Haven Auto Body Co., Grand Haven, Mich.
Holihan Mfg. Co., Detroit.
Hayes Mfg. Co., Detroit, Mich.
Ideal Sheet Metal Works, Chicago.
KELLS MFG. CO., W. J., 521-523-525 W. 45th st., New York, N. Y.
Keystone Sheet Metal Co., Ambridge, Pa.
Kinsey Mfg. Co., Toledo, O., "Kinwood."
Lawson Co., F. H., Cincinnati, O., "Lawso."
Livingston Radiator Co., New York.
Lockport Stamping Co., Findlay, O.
Long Mfg. Co., Detroit.
Lupton Sons Co., David, Phila., Pa.
Mayo Radiator Co., New Haven, Conn.
Metal Stamping Co., Jackson, Mich.
Mitchell & Son, G. F., Cleveland.
Mullins Co., W. H., Salem, O.
Neustadt Auto & Supply Co., St. Louis, Mo.
Novelty Mfg. Co., Jackson, Mich.
Off & Co., Cristian, Indianapolis.
Ospeco Mfg. Co., Detroit.
Perfex Radiator Co., Racine, Wis.
Philadelphia Auto Radiator Co., Phila., Pa.
Quinby & Co., J. M., Newark, N. J.
Rome-Turney Radiator Co., Rome, N. Y.
Smith, H. Lund, Paterson, N. J.
Springfield Metal Body Co., Springfield, Mass.
Steiner Mfg. Co., Newark, N. J.
Todd Mfg. Co., Minneapolis.
Toops Auto Hood Co., Indianapolis.
United States Aluminum Co., Pittsburg, Pa.
Wilson Body Co., C. R., Detroit.
Wisconsin Auto Radiator Co., N. Milwaukee, Wis.
Worcester Pressed Steel Co., Worcester, Mass.
Wright Cooler & Hood Co., Chicago.

HOODS, Spark Plug, Porcelain or rubber.

Bosch Magneto Co., New York.
Rajah Auto Supply Co., Bloomfield, N. J.

HOOKS—See following heads:

Hooks, Chain.
Hooks, Mud.
Hooks, Towing Cable.

HOOKS, Chain.

Modern Auto Appliance Co., Chatham, N. Y., "Little Lever."

HOOKS, Mud.

Anti-Skid Appliance Co., Detroit.
Badger Craft Shops Sheboygan, Wis., "Reliance."
Dayton Malleable Iron Co., Dayton.
Eberhard Mfg. Co., Cleveland, O.
Fulton Co., Milwaukee, Wis., "B. B."
Gemco Mfg. Co., Milwaukee, Wis.,
Hoover Co., W. H.
Lakewood Fabric Belting Co., Lakewood, O.

HOOKS, Towing Cable.

Fowler Lamp & Mfg. Co.

HORN BLOWERS, Foot—See Blowers.

HORNS, Whistles or Sirens. Alarm or Signal.

Iams & Bagnall Elec. Co., Cleveland, "A. B.," "Trumpet."
Azner Co., Raymond C., Burlington, Wis., "Simplex" (Whistle).
American Electric Co., State & 6th sts., Chicago, "Samson," "Victer," "Samson Tiger."
Amer. Watch Tool Co., Waltham, Mass. (Hand Oper.) "A. W. T."
Angsten-Koch Co., Chicago, Ill., "A-K-Orn" (mechanical).
Auto Parts Mfg. Co., Milwaukee, "Badger" (Exhaust).
Auto Supply Co., Franklin, Pa., "Canary."
Barco Brass & Joint Co., Chicago (Exhaust).
Beckley - Ralston & Co., Chicago, "Blue Ribbon," "B. & R." (Exhaust).
Benjamin Electric Mfg. Co., Chicago,
Big Four Horn Co., Watseka, Ill. (Exhaust).
Bingo Mfg. Co., St. Louis, Mo. (Electric).
Buell Mfg. Co., Chicago (Whistle).
Cassidy Co., Edw. A., New York.
Clark, Alfred H., Bridgeport, Conn., "American."
Coming Mfg. Co., Railway Exchange, Chicago ("Trinity Chimes," Horn), "Noremac."
Consolidated Gas & Electric Co., Chicago, "Edison."
Crescent Mfg. Co., New York, "Dewitt," "Atlas" (Electric).
E. A. Laboratories, Inc., Brooklyn, N. Y., "Eaco," "Stridor."
Elec. Spark Appl. Co., Brooklyn, N. Y., "Olympic" (Electric), "Wireless" (Mechanical).
Fitzgerald Mfg. Co., Torrington, Ct. ("Clero" Electric).
Flint Oil Co., Providence ("Mercedes" Exhaust).
Fowler Lamp & Mfg. Co., Chicago, "Howler."
F. A. M. Auto Supply Co., Buffalo, "Fasco."
Fritz-Fix Co., Conneaut, O., "Right-of-Way."
Fulton Co., Milwaukee, Wis., "Aermore" (Exhaust).
Gemco Mfg. Co., Milwaukee, Wis., "Melody," "Hux," "Gemco Exhaust Horn," "Superior."
Garford Mfg. Co., Elyria, O.,
Gleason-Peters Air Pump Co., Brooklyn, N. Y. (Whistle).
Gray-Hawley Mfg. Co., Detroit ("Autochime," "Autolarm" Whistle).

Heinze Elec. Co., Lowell, Mass., "Heco."
J. & B. Mfg. Co., Pittsfield (Mechanical), "Motophon."
Klaxon Co., Newark, N. J.
Miller, Chas. E., New York, "Le Testophone."
Minerva Hdw. Mfg. Co., Minerva, O. (Whistle).
Miller-Lovatt Co., Weatherly, Pa. (Mechanical).
Monarch Tool & Mch. Co., Chicago, Ill. (Monarch Exhaust).
Motor Appurtenances Corp., N. Y., "Wondertone."
Motor Car Equip. Co., New York (Importers), "Continental" (also Exhaust for Fords) ("Motor Voice," Pump Operated).
Novelty Mfg. Co., Waterbury, Conn., "Novelco."
Oakes Co., Indianapolis "Beartone" (Combination Fan and Horn).
O'Brien Electrophone Co., Hallowell, Me. (Electric), "Mogul."
Overholt Co., Galesburg, Ill. "Overtone."
Piel Co., Inc., G., Long Island City, N. Y. (Edw. A. Cassidy Co., Inc., N. Y., Sales Agent), "Long."
Post & Lester Co., Hartford, Conn. "Volier."
Premier Elec. Co., Chicago, Ill., ("Hi Lo.")
R. H. B. Mfg. Co., Irvington, N. J. (hand operated), "Alpha," "Beta."
Randall-Faichney Co., Boston, Mass. ("Jericho," "Jubilee," "Jericho Ford," "Whistle").
Riley-Klotz Mfg. Co., Newark, N. J., ("Nightingale" Whistle).
Rosen & Co., A. W., New York, "Rosco" Electric).
Saxon Mfg. Co., Toledo.
Seiss Mfg. Co., Toledo, O. (Mechanical), "Clear-out."
Siren-O Co., New York (Electric).
Schwarze Electric Co., Adrian, Mich. (Electric).
South Park Mfg. Co., Port Huron, Mich.
Sparks-Withington Co. Jackson, Mich., "Sparton" Electric, "Sparton Echo" (Hand Operated).
Standard Metal Mfg. Co., Newark, N. J. (Electric and Bulb).
Sterling Machine Co., Norwich, Conn., "Uncas," "Leavitt."
STEWART-WARNER SPEEDOMETER CORP., Chicago, Ill., "S'terk" (Hand Operated; also Electric).
Superior Lamp Mfg. Co., N. Y., "Hand-O-Horn."
Talking Auto Horn Co., Middletown, N. Y. (Horn, hand operated), "O. B.," "Double Warning."
Warnola Mfg. Co., New York.
Western Brass Mfg. Works, Chicago, ("Husk" Exhaust).
Wilson Co., John V., Boston, "A-K-Orn."
Wiebaken Mfg. Co., Milwaukee, Wis., "Zarak."
Yale Muffler Co., Oostburg, Wis. (Pedal).

HOSE—See following heads:

Hose Clamps—See Clamps.
Hose, Flexible Metallic for Carbureters.
Hose, Rubber.

HOSE, Flexible Metallic — For Carbureters.

American Metal Hose Co., Waterbury, Conn.
Atlantic Metal Hose Co., Inc., N. Y.
Breeze Carbureter Co., Newark, N. J.
Chicago Tubing & Braiding Co., Chicago, "Everlasting."
Interlocked Metallic Hose Co., Newark, N. J., "Advance."
Mulconroy Co., Inc., Phila., Pa.
Metal Hose & Tubing Co., Brooklyn, N. Y., "Triplexd."
Universal Flexible Conduit Co., Newark, N. J.

HOSE, Rubber.

Acme Rubber Mfg. Co., Trenton, N. J.
Boston Belting Co., Boston.
Boston Woven Hose & Rubber Co., Cambridge, Mass.
Bowers Rubber Works, San Francisco.
Cincinnati Rubber Mfg. Co., Cincinnati.
Combination Rubber Mfg. Co., Bloomfield, N. J.
Consolidated Rubber Co., New York.
Consumers Rubber Co., Cleveland, O.
Continental Rubber Works, Erie, Pa.
Empire Rubber Mfg. Co., Trenton.
Essex Rubber Co., Inc., Trenton.
Goodrich Co., B. F., Akron, O.
Goodyear Tire & Rubber Co., Akron, Ohio.
Hamilton Rubber Mfg. Co., Trenton.
Hide, Leather & Belting Co., Indianapolis.
Home Tire Co., Trenton, N. J.
Keystone Rubber Mfg. Co., Erie, Pa.
Manhattan Rubber Mfg. Co., Passaic, N. J.
Mattson Rubber Co., Lodi, Bergen County, N. J.
Mechanical Rubber Co., Cleveland, "Cleveland."
Mercer Rubber Co., Trenton, N. J.
Milford Rubber Works, Milford, Ill.
Mineralized Rubber Co., New York.
National India Rubber Co., Bristol, R. I.
New Jersey Car Spring & Rubber Co., Box M, Jersey City, N. J.
New York Belting & Packing Co., New York.
New York Rubber Co., New York.
Pennsylvania Rubber Co., Jeannette, Pa.
Quaker City Rubber Co., Phila.
Republic Rubber Co., Youngstown, Pa.
Scullp & Brandt, Inc., New York, "Everlasting."
Thermoid Rubber Co., Trenton, N. J.
Voorhees Rubber Mfg. Co., Jersey City, N. J.
Whitehead Bros. Rubber Co., Trenton, N. J.
Woven Steel Hose & Rubber Co., Trenton, N. J., "Protector."

HOUSES, Portable, for storing automobiles.

Amos & Co., C., Detroit, Mich.
American Portable House Co., Seattle, Wash.
Anchor Corrugating Const. Co., New York.
Ashley Steel Bldg. Co., New York, "Only."
Bradley-Phillips Sheet Metal Wks., E. Orange, N. J., "Ideal."
Broughton Fireproof Construuton Co., Kansas Cty, Mo., "Auto-safe."
Burnham-Standeford Co., Oakland, Cal.
Butler Mfg. Co., Kansas City.
Candler Co., Geo. V., Detroit.
Cheseboro & Whitman Co., New York.
Chicago Millwork Supply Co., Chicago.
Columbian Steel Tank Co., Kansas City, Mo.
Couch Brothers Mfg. Co., Cincinnati, O. (Canvas Garage).
Craig, David, Boston.
Cutherman, J. A., Beaver Springs, Pa.
Dixie Culvert & Metal Co., Atlanta.
Ducker Co., New York, N. Y.
Edwards Mfg. Co., Cincinnati. "Steelcote."
Fargo Cornice & Ornament Co., Fargo, N. D., "Rusk."
Farrar Lumber Co., Dalton, Ga. (Wood & Metal Knockdown).
Fouts Co., C. C., Middletown, O.
Garage Construction Co., Pittsburgh.
Garry Iron & Steel Co., Niles, O.
Gordon Mfg. Co., Middletown, O.
Harry Steel Co., O. K., St. Louis.
Hodgson, E. F., Boston, "Wigwam."
Ideal Sectional Bldg. Co., No. Tonawanda, N. Y.
Karr Portable House Co., Chicago.
Kenyon Co., R. L., Waukesha, Wis., "Take Down."
Manchester Mfg. Co., St. Louis, Mo.
Mershon & Morley, Saginaw, Mich.
Metal Shelter Co., St. Paul, Minn., "Pruden."
Miller Mfg. Co., St. Louis, Mo. (sectional).
Moeschel-Edwards Corrugating Co., Covington, Ky.
Moister & Co., Ltd., M., Phila.
New York Portable Bungalow Co., Poughkeepsie, N. Y.
Nicola Building Co., Pittsburg, Pa., "Economy."
North American Construction Co., Bay City, Mich., "Aladdin."
Owosso Portable Building Co., Owosso, Mich., "Perfection."
O. K. Harry Steel Co., St. Louis.
Fargo, N. Dakota.
Pruden Co., C. D., Baltimore.
Pinyoun & Son, F. C., Cleveland.
Riverside Mfg. Co., Newark, N. J.
Rodgers Co., J. S., Moorestown, N. J.
Ruby Mfg. Co., Jackson, Mich.
Rutherford, Geo. A., Cleveland, O.
Southern Port. House Co., Jacksonville, Fla.
Sphingfield Mfg. Co., Keene, N. H.
Stewart, F. L., St. Louis, Mo.
Steel Portable Bldg. Co., Chicago.
Indicators, Current.
Taylor & Bro., J. H., Montclair, N. J.
Trussed Concrete Steel Co., Youngstown, O.
Wabash Automobile Co., Chicago, "Waco."
Wyckoff Lumber & Mfg. Co., Ithaca, N. Y., "Cornellgarage," "Cornell Special."

HUBOMETERS—See Meters. Distance Recording.

HUBS—See following heads:

Hubs, Ball Bearing.
Hubs, Roller Bearing.

HUBS, Ball Bearing.

American Ball Bearing Co., Cleveland, O.
Auburn Ball Bearing Co., Rochester, N. Y.
Harris, E. T., Chicago, Ill.
Meeker Mfg. Co., Dayton, O.
Palmer Bros., Cos Cob, Conn (cyclecar).
Standard Roller Bearing Co., Phila.
TIMKEN DETROIT AXLE CO., Detroit, Mich.
Walker-Weiss Axle Co., Flint, Mich.
Worcester Pressed Steel Co., Worcester, Mass.

HUBS, Roller Bearing.

American Roller Bearing Co., South Framingham Mass.
Bantam Anti-Friction Co., Bantam, Conn.
TIMKEN ROLLER BEARING AXLE CO., Canton, O.
Standard Roller Bearing Co., Phila.
Walker-Weiss Axle Co., Flint, Mich.
Worcester Pressed Steel Co., Worcester, Mass.

HYDROMETERS.

American Thermo Ware Co., New York, Importers, "Autocrat."
Carbondale Instrument Co., Carbondale, Pa.
Edelmann & Co., E., Chicago, Ill., "Break-Not."
General Scientific Equipment Co., Philadelphia, Pa., "Genco."
Larchmont Mfg. Co., Larchmont, N. Y., "Alco Meter."
Motor Car Supply Co., Chicago, Ill
Northwestern Chemical Co., Marietta, Ohio, "Pioneer" (Combination Thermometer), Norwesco.
Philadelphia Thermometer Co., Phila
Rothweiler & Co., Seattle, Wash.
Schaeffer & Budenberg Mfg. Co., Brooklyn, N. Y.
Simplex Hydrometer Co., Newark, N. J.
Storage Battery Supply Co., New York, N. Y.
Tagliabue Mfg. Co., C. J., New York, "Newbrooke."
Taylor Instrument Co., Rochester, N. Y., "Tycos."
Vuille, Charles A., Huntingdon, Pa
Weinhagen, H., New York, "Syringmeter."

IDENTIFICATION PLATES — See Numbers and Letters.

IGNITION APPARATUS— See following heads:

Batteries.
Cable.
Coils, Spark.
Magnetos and Dynamos.
Plugs, Spark.
Timers.
Switches.
Systems.

INCLINOMETERS — See Meters, Grade Indicating.

INCLINES, Repair (for Lifting Car So Man Can Work Under It).

Garage Equipment Co., Chicago, "George."

INDICATORS — See following heads:

Indicators, Circulation—See Gauges, Water, Circulation Indicating.
Indicators, Current.
Indicators, Direction—See Meters, Direction Indicating.
Indicators, Elevation for determining Altitude.
Indicators, Grade—See Meters.
Indicators, Oil—See Gauges, Oil.
Indicators, Tank.
Indicators, Spark.
Indicators, Speed—See Speedometers. See also Indicators, Speed (flywheel).

INDICATORS, Current for Ltg. & Starting Systems.

Dongan Elec. Co., Detroit.
Roller-Smith Co., New York.

INDICATORS, Elevation.

Tayor Instrument Companies, Rochester, N. Y.

INDICATORS, Spark—Installed on Dash to Show Which Plugs Are Out of Order.

B. & M. Mfg. Co., Milwaukee, Wis.
X Ray Spark Indicator Co., Pleasant Lake, Ind.

INDICATORS, Speed, Flywheel.

Braunsdorf-Mueller Co., Elizabeth, N. J.
Brown Instrument Co., Phila.
Disston & Sons, Henry, Phila.
Grant Mfg. & Mach. Co., Bridgeport, Conn., "Tabor."
McDonnell Odometer Co., Chicago.
Starrett Co., L. S., Athol, Mass.
Veeder Mfg. Co., Hartford, Conn.
Woodman Mfg. & Supply Co., R., Boston.

INFLATORS—See Pumps; see also Tanks, Tire Inflating.

INNER—See following heads:

Inner Liners—See Protectors, Inner Tube.
Inner Tubes—See Tires, Pneumatic.

INITIALS—See Numbers and Letters.

INJECTORS, Grease, for forcing grase into gear cases—See Gum, Oil and Grease.

INSTRUMENTS, Metal Testing.

Holz, Herman A., N. Y. C., "Bunel."

INSTRUMENTS, Motor Testing. (for locating knocks in motor.).

AMERICAN ELECTRIC CO., State & 64th st., Chicago, Ill., "Sonoscope."
Baylis Co., Bloomfield, N. J., "Locophone."
Boston Talking Machine Co., Boston, "Detectorphone."
Dinshah Sales Co., New York.
Edgerton & Co., R. G., Suffolk, Va.
Gaylor Automatic Strapper Co., Stamford, Conn., "Sonoscope."
Hopewell Bros. Newton, Mass., "Vibrator."
Kenton Auto Parts Co., Kenton, O., "Know Miss."
Lazarus Mfg. Co., Cleveland, "Lazco."
Pilling & Son Co., G. P., Phila. Pa., "Auto-Phonendoscope."
Smith & Gunn, Burlington, N. J., "Smith."

INSTRUMENTS, Circuit Testing.

Maroa Mfg. Co., Maroa, Ill., "Boss."
Irons, Tuyere.

INSULATION — See following heads:

Fibre, Hard.
Mica, Moulded.
Porcelain.
Rubber.
Tape, Insulating.

INSULATION, Moulded.

Dickinson Mfg. Co., Springfield, Mass. "Stern," "Condensite."
Lovering Co., C. P., East Cambridge, Mass.

INTENSIFIERS, Spark—See Gaps.

IRON FILLING COMPOUNDS — See Compounds.

IRONS—See following heads:

Irons, Auxiliary Seat—See also Irons, Body or Top.
Irons, Body or Top.
Irons, Lamp.
Irons, Slat—See Sockets, Bow.
Irons, Tire—See Tools, Tire.
Irons, Tuyere.

IRONS, Auxiliary Seat.

EBERHARD MFG. CO., Cleveland, O.

IRONS, Body or Top.

Anderson Forge & Mach. Co., Detroit, Mich.
Blakeslee Forging Co., Plantvillle, Conn.
Ashtabula Bow Socket Co., Ashtabula, O.
Cortland Carriage Goods Co., Cortland, N. Y.
Cowles & Co., C., New Haven, Conn.
Eberhard Mfg. Co., Cleveland, O.
General Drop Forge Co., Buffalo.
Ryerson & Son, Jos. T., Chicago, Ill.
Sherer & Co., H., Detroit, Mich.

IRONS, Lamp.

Eberhard Mfg. Co., Cleveland, O.

IRONS, Tuyere.

Amer. Fdry. & Mfg. Co., St. Louis.
Boynton & Plummer, Worcester.
Buffalo Forge Co., Buffalo, N. Y.
Illinois Iron & Bolt Co., Carpentersville, Ill.
National Novelty Corp., New York.
Roots Co., P. H. & F. M., Connersville, Ind.
Swett Iron Wks., A. L., Medina, N. Y.

JACKS—See following heads:

Jacks, Car Supporting, for holding car off floor.
Jacks, Lifting.

JACKS, Car Supporting, for holding car off floor.

American Automatic Automobile Jack Co., Hicksville, O.
Ames Auto Truck Jack Co., Franklin, Pa.
Ashland Mfg. Co., Ashland, O., "Eureka."
Auto & Accessories Mfg. Co., Baltimore, "Norwood 3 in 1."
Automatic Tire Rest Co., Kansas City, Mo.
Automatic Tireaze Co., Marysville, Kans.
Auto Jack Works, La Grange, Ind.
Beard Auto Lift Mfg. Co., Pleasant Lake, Ind.
Buffington & Co., C. A., Berkshire, N. Y.
Cady Patent Appliance Co., Cleveland, O.
Crane Puller Co., Arlington, Mass., "Excel."
Curtis Jack & Truck Co., St. Louis (Comb. Turntable, etc.).
Dayton Malleable Iron Co., Dayton O., "Gem."
Elite Mfg. Co., Ashland, O., "Reliable."
Evansville Mfg. Co., Evansville, Wis.
Four-Wheel Auto Jack Co., Reading, Pa.
Gahm Mfg. Co., Streator, Ill.
Gemco Mfg. Co., Milwaukee, Wis., "Little Giant."
Garlick Auto Prop Co., Paterson, N. J., "Auto Prop."
Green St. Garage, Newburyport, "Auto-Rest."
Hart Mfg. Co., Findlay, O., "Jack of Harts."
Haslup Motor Jack Co., Sidney, O.
Hoeft & Co., Chicago, "Hoco."
Jiffy Jack Co., Cleveland, O., "Jiffy Jax."
Johnstown Automobile Co., Johnstown, Pa. (Trestle).
Metal Stamping Co., Long Island City, N. Y., "Ideal."
Metzig Bros., Berlin, Wis., "M. B."
Mtor Specialties Co., Waltham, Mass., "Excel."
Odell Automatic Jack Co., Odell, Ill.
Oliver Mfg. Co., Chicago.
Pratt Mfg. Co., Wm. E., Chicago.
Primm, J. Q., Lincoln, Ill.
Reading Automobile Co., Reading, Pa.
Rotary Jack Mfg. Co., San Antonio, Texas.
Rub-On Mfg. Co., Buffalo, N. Y., "Auto Turn."
S. & S. Automatic Tireaze Co., Frankfort, Kans., "Tiraze."
Schaper Sales Co., New York, "St. Louis" (sole selling agent).
Schreiber, W. F., Cedar Rapids, Ia., Mich., "Standard."
Shawver Co., Springfield, O., "Springfield."
Shunk, J. Q., Bucyrus, O.
Snow & Moore, Cleveland, "Cady."
Stucker, J. M., Ottawa, Kals. (foot power).
Trump Products Co., Chicago.
U. S. Mfg. Co., Mansfield, O., "Unique."
U. S. Auto Bumper Co., Chicago, Ill.
Walker-Moore Mfg. Co., Racine, Wis., "Moore Tire Saving," "Badger Truck," "Perfect Truck," "All Steel."
Warren & Anderson, Minneapolis, Minn., "Elkern."
Weaver Mfg. Co. (Weaver Auto Turn Jacks), Springfield, Ill.
Western Brass Mfg. Co., Chicago.
Whetstone & Co., J. H., Lapeer, Mich., "Hoveys."

JACKS, Lifting.

Ajax Auto Parts Co., Racine, Wis., "Rapco."
American Automatic Automobile Jack Co., Hicksville, O.
Ashland Mfg. Co., Ashland, O., "Eureka."
Auto & Accessories Mfg. Co., Baltimore, "Norwood 3 in 1."
Au-To Compressor Co., Wilmington, O., "Oro."
Barth Mfg. Co., Milwaukee, Wis.
Batavia Clamp Co., Batavia, N. Y., "Colts."
Beckert, William, Allegheny, Pa.
Beckley-Ralston Co., Chicago, "Adams."
Benefiel Co., Chas. E., Indianapolis, "Handi-Tool."
Berger Co., Joseph, Dayton, O.
Bottomley Machine Co., Alliance, O., "Reliable."
Breyer Bros., Whiting & Co., Waupun, Wis.
Brunk Mfg. Co., St. Louis, Mo.
Buckeye Jack Mfg. Co., Alliance, O.
Canton Fdry. & Mach. Co., Canton, O.
Central Brass & Fixtures Co., Springfield, O.
Conover, E. K., Paterson, N. J.
Covert Mfg. Co., Troy, N. Y.
Covert's Saddlery Works, Interlaken, N. Y., "Quick-Lift."
Crane Puller Co., Arlington, Mass.
Crosby Co., Pittsburgh, "Dudgeon."
Dayton Malleable Iron Co., Dayon, O.
Duff Mfg. Co., Pittsburg, Pa., "Barrett."
Eberhard Mfg. Co., Cleveland, O. "Emco."
Elite Mfg. Co., Ashland, O., "Reliable."
Essex Eng'g & Vehicle Support Co., East Orange, N. J.
Four Wheel Auto-Jack Co., Reading, Pa.
Gahm Mfg. Co., Streator, Ill.
General Appliance Co., Milwaukee.
Gemco Mfg. Co., Milwaukee, Wis.
Halladay Co., L. P., Streator, Ill., "Booth."
Hansen & Co., H. L., Worcester, Mass.

Hart, C. A., Findley, O.
Hartford, Inc., Edward V., Jersey City, N. J., "Red Rack."
Haslup Motor Jack Co., Sidney, O.
Hi-Lo Jack Co., Worcester, Mass.
Hoeft & Co., Chicago, "Hoco."
Jiffy Jack Co., Cleveland, O., "Jiffy Jax."
Joyce-Cridland Co., Dayton, O., "XX Century."
Kenney Mfg. Co., New London, Conn.
Lane Bros. Co., Poughkeepsie, N. Y., "H. C."
L. V. H. Tire Co., Okaland, Cal., "C. L. N."
Mann Co., F. W., Milford, Mass., "Kimball."
Metal Stamping Co., Long Island City, N. Y.
Metzig Bros. Co., Berlin, Wis.
Moreau & Pratt, Inc., N. Y., "Peteler."
Morgan Mfg. Co., Newport, R. I.
Motor Specialties Co., Waltham, Mass., "A. B. C."
National Jack & Mfg. Co., Chicago, Ill., "Alrite," "Justrite," "National," "Little Giant," "National E.," "Baby National," "Starite."
National Motor Supply Co., Cleveland (Pneumatic).
National Standard Co., Niles, Mich., "Standard."
Northern Engineering Wks., Detroit (Pneumatic).
Oliver Mfg. Co., Chicago, Ill., "Peerless," "New Sampson," "Oliver R. E.," "Marvel."
Orange Machine & Mfg. Co., Orange, N. J.
Pratt Mfg. Co., Wm. E., Chicago, "Little Giant."
Riepel, E. H., Ridgewood, N. J.
Rotary Jack Mfg. Co., San Antonio, Texas.
Ryerson & Son, Jos. T., Chicago, Ill.
S. B. R. Specialty Co., East Orange, N. J., "Giant."
Shawver Co., Springfield, O., "Springfield."
Sipp Mach. Co., Paterson, N. J., "Raiswell."
Temple Mfg. Co., Cicero, Ill. (Pump).
Templeton Kenly & Co., Chicago, "Simplex."
Topping Bros., New York.
Travis Co., G. R., Henry, Ill., "Big 4."
Union Elevator & Machine Co., Chicago, Ill.
U. S. Jack Co., Chicago.
Van Buren Tool Co., Van Buren, Ind.
Van Deusen Sales Co., W. H., Detroit, "Beard."
Vanderpool Bros., Springfield, O., "Van."
Walker Mfg. Co., Racine, Wis., "Racine," "Badger," "Badger, Jr.," "Triumph," "Perfect," "Little Jumbo."
Warner Mfg. Co., Ottawa, Kans.
Weaver Mfg. Co., Springfield, Ill. (Comb. Turntable).
Whetstone & Co., J. H., Lapeer, Mich., "Hoveys."

JAWS, Wrench—Fitted to Monkey Wrench, to Be Used as Pine Wrench.

Bon Mfg. Co., Elgin, Ill., "Yankee."

JOINTS—See following heads:

Joints, Alignment.
Joints, Ball for Spark and Throttle connections.
Joints, Pipe, Flexible.
Joints, Universal.

JOINTS, Alignment.

Blood Bros. Machine Co., Kalamazoo, Mich.
Merchant & Evans Co., Philadelphia, "Evans."

JOINTS, Ball, for Spark and Throttle connections.

Birchwood, C. W., Jacksonville, Fla.
Cincinnati Ball Crank Co., Oakley, Cincinnati, O.
Chicago Screw Co., Chicago.
Greer, Frederic, Chicago.
Mechanical & Elec. Mfg. Co., Chicago, Ill., "Memco."
Morgan Mfg. Co., Newport, R. I.
Nelson Mfg. Co., A., Chicago.
Peninsular Milled Screw Co., Detroit, Mich.
Porter & Co., W. S., Chicago.

JOINTS, Pipe, Flexible.

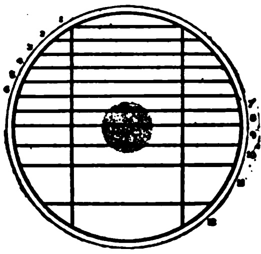
Barco Brass & Joint Co., Chicago.
Coldwell-Wilcox Co., Newburg, N. Y., "Wilcox."
Moran Flexible Steam Joint Co., Louisville, Ky.

JOINTS, Universal.

Acme Universal Joint Mfg. Co., Kalamazoo, Mich.
American Rotary Valve Co., Anderson, Ind., "Arvac."
Auto Parts Mfg. Co., Muncie, Ind., "B. T. K."
Bausch Machine Tool Co., Springfield, Mass.
Blood Bros. Mach. Co., Allegan, Mich.

HOW TO USE THE CLASSIFIED INDEX

The purpose of THE BUYERS' REFERENCE is to give the buyer the names of those who make what he wants. Look for the principal word, the noun (for instance, *Gears*, Transmission, not *Transmission* Gears), and you will find the manufacturers' names. Advertisers' names appear in full face type in their alphabetical places.



Road Rays— Not "Sky" Rays

Direct Rays— Not "Glare" Rays

74% More Light On the Road

The New Osgood Lens (Cravath Long Distance Type) throws a waist-high beam of light one-third of a mile. Twelve shafts of light that stream as one. Write for interesting sales proposition.

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1519 17th Street RACINE, WIS.

TUNG-SOL
TUNG SOL MINIATURE

TUNG-SOL stands for highest quality in Miniature Incandescent Lamps

AUTO LAMPS
NITROGEN
MULTIPLE
DECORATIVE
SPECIAL MIN. LAMPS

MINIATURE LAMP WORKS
of Independent Lamp & Wire Co., Inc.

OFFICES:
1737 Broadway, New York
FACTORY:
Weehawken, N. J.

Boston Gear Works, Norfolk Downs, Mass.
Cincinnati Ball Crank Co., Cincinnati, O.
Coates Clipper Mfg. Co., Worcester, Mass.
Cooper Mach. Wks., Brooklyn, N. Y.
Crescent Forgings Co., Oakmont, Pa., "Kant."
Feeny-Hurd Co., Muncie, Ind.
Gray & Prior Mach. Co., Hartford, Conn.
Hartford Automobile Parts Co., Hartford, Conn.
Jackson-Church-Wilcox Co., Saginaw, Mich.
Johnson Service Co., Milwaukee, Wis.
Kinsler-Bennett Co., Hartford, Conn., "K. B."
Konigslow Mfg. Co., Otto, Cleveland.
Mechanical Devices Co., Watervliet, N. Y., "Walters."
Mechanics Mch. Co., Rockford, Ill.
Merchant & Evans Co., Phila., Pa.
Michigan Auto Joint Co., Grand Rapids, Mich.
Mutual Mach. Co., Hartford, Conn., "Warrens."
[illegible] Mfg. Co., Plainfield, N. J.
Standard Mch. Prod. Co., Detroit.
Universal Metal Products Co., Detroit, Mich., "Detroit" (Ball Bearing).
Universal Mch. Co., Bowling Green, Ohio.
Victor Appliance Co., Watervliet, N. Y., "Vaco."

JUNCTION BOXES—See Boxes.

KETTLES, for Retreading Tires.

Biggs Boiler Wks. Co., East Akron, O., "Biggs All Steel."

KETTLES, Potash and Soda.

Brown & Sharpe Mfg. Co., Providence, R. I.
Gray & Prior Mach. Co., Hartford, Conn.
Koven & Bro., L. O., New York.
Mfg. Equipment & Engrg. Co., Boston.
Mather & Wachter, Cleveland, O.

KEYS, Machine.

Penn. Shafting Co., Spring City, Pa.
Standard Gauge Steel Co., Beaver Falls, Pa.
Whitney Mfg. Co., Hartford, Conn., "Woodruff."

KEYS, Gas Tank.

Eberhard Mfg. Co., Cleveland, O.

KITS—See following heads:

- Kits, Lunch.
- Kits, Tire Repair.
- Kits, Tool.

KITS, Lunch.

Bubeck & Guerin, New York, "Easy-pack."
Burlington Basket Wks., Burlington, Iowa, "Hawkeye."
Fuller Co., G. W., Hartford, Conn.
Knickerbocker Case Co., Chicago, Ill., "Made-Right."
Prentiss Wabers Mfg. Co., Grand Rapids, Wis.
Simon & Co., S. C., Philadelphia, Pa., "S. C. S.'
Kennedy Mfg. Co., Chicago.
Prest-O-Lite Co., Indianapolis, Ind.
United Steel & Wire Co., Battle Creek, Mich.
Warren Leather Goods Co., Worcester.

KITS, Tire Repair.

Atlas Auto Supply Co., Chicago, "Tire Doh."
Am. Rubber & Tire Co., Akron, O.
Empire Tire & Rubber Co., Trenton.
Essex Rubber Co., Trenton, N. J.
Excel Rubber Co., Akron, O., "XL."
Federal Rubber Co., Milwaukee.
FIRESTONE TIRE & RUBBER CO., Akron, Ohio.
Fisk Rubber Co., Chicopee Falls, Mass.
Gaulois Tires Corp., New York.
Goodrich Co., B. F., Akron, O., "Clinch," "Jiffy."
Goodyear Tire & Rubber Co., Akron.
Haas Bros. Co., Newark, N. J., "Hasco."
Hall-Thompson Co., Hartford, Conn., "Wonder Worker."
Hazen-Brown Co., Boston, Mass., "Pluto."
Hood Rubber Co., Watertown, Mass.
Horsey Mfg. Co., Cleveland, O.
Keystone Rubber Mfg. Co., Erie, Pa.
K. & W. Mfg. Co., Ashland, O
M. & M. Mfg. Co., Akron, O. "Tiremeud."
Michelin Tire Co., Milltown, N J
Miller Rubber Co., Akron, O.
Mogul Tire Co., St. Louis.
Peerless Cement Co., Akron, O.
Pennsylvania Rubber Co., Jeannette, Pa.
Premier Elec. Co., Chicago, "Jiffy Beco."
Shaler Co., C. A., Waupun, Wis.
ST. LOUIS RUBBER CEMENT CO., St. Louis, Mo.
Tingley & Co., Chas. O., Rahway, N. J.
United States Tire Co., New York.
Van Cleef Bros., Chicago, "Mold-It."
Wesco Supply Co., St. Louis, "Red Shield."
Willett Mfg. Co., Willow Grove, Pa.
Williams Mfg. Co., Camden, N. J., "S-V."
Zimmerman Rubber Co., Alexandria, Ind.

KITS, Tool.

Bohner Mfg. Co., C. E., Champaign, Ill., "Victor."
Benjamin Elec. Mfg. Co., Chicago.
Bonney Vise & Tool Works, Allentown, Pa.
Buffum Tool Co., Louisiana, Mo.
Channon Co., H., Chicago.
Carrier-Koeth Mfg. Co., Coudersport, Pa., "K-I-T."
Crescent Mfg. Co., New York.
Cutter, Geo. A., Taunton, Mass., "Bay State Autokit."
Feeser, Frank, Indianapolis.
Gilbert Mfg. Co., New Haven, Conn.
Hawthorne Mfg. Co., Bridgeport, Ct.
Michigan Motor Spec. Co., Detroit, "Becco."
Motor Car Equipment Co., New York, "Cracker Jack," "A. K. & B."
Vlchek Tool Co., Cleveland.
Wesco Supply Co., St. Louis.
Whitaker Mfg. Co., Chicago, "Common Sense," "National," "Monroe," "Gem."
Wiley & Russell Mfg. Co., Greenfield, Mass., "Lightning."

KNUCKLES, Steering—See Axles; also Forgings, Drop.

KNURLS—See Wheels Knurling.

LACQUERS, Metal.

Amer. Lacquer Co., Bridgeport, Co.
Arlington Co., New York.
Barrett & Co., M. L., Chicago.
Celluloid Zapon Co., New York.
Egyptian Lacquer Mfg. Co., N. Y.
Hanson & Van Winkle Co., Newark.
Kalbfleisch Co., Franklin H., N. Y.
Maas & Waldstein Co., New York.
Nikolas & Co., G. J., Chicago.
Zinsser & Co., W., New York.

LACES AND TRIMMINGS, Upholstery.

Bridgeport Coach Lace Co., Bridgeport, Conn.
Dusenbury & Co., Inc., L., New York.
Horstman Co., W. H., Philadelphia, "Columbia."
Schlegel Mfg. Co., Rochester, N. Y
Taylor Co., H. D., Buffalo, N. Y. also Holders, License.
Vogt Mfg. & Coach Lace Co., Rochester, N. Y.
Wiese & Co., Wm., New York.

LAMP—See following heads:

- Lamp Brackets—See Brackets.
- Lamp Burners—See Burners, Acetylene.
- Lamp Covers—See Covers.
- Lamp Holders—See Brackets; see also Holders, License.
- Lamp Lighters—See Lighters, Acetylene Lamp.

LAMPS—See following heads:

- Lamps, Acetylene.
- Lamps, Alcohol.
- Lamps, Dash Electric—See Lights, Dash Electric.
- Lamps, Dome—See Lights.
- Lamps, Electric Hand—See Flashlights.
- Lamps, Electric, Head, Side and Tail.
- Lamsp, Fender.
- Lamps, Portable Garage.
- Lamps, Trouble.
- Lamps, Inc. Miniature.
- Lamps, Oil, Side and Tail.
- Lamps, Portable Electric, for garage use—See Guards, Wire.
- Lamps, Portable Electric, for connection to car battery—See Lamps, Trouble.
- Lamps, Rear Signal—See Signals.
- Lamps, Electric Flash or Pocket—See Flashlights.
- Lamps—that swing with Steering Gear—See Supports.

LAMPS, Acetylene.

American Lamp Works, New York, N. Y., "Liberty."
Badger Brass Mfg. Co., Kenosha Wis., "Solar," "Solarclipse."
B. & L. Auto Lamp Co., New York
Corcoran Lamp Co., Cincinnati, O
De Voursney Bros., New York.
Dietz Co., R. E., Nw York, "Handy," "Majestic."
Edmunds-Jones Mfg. Co., Detroit, Mich..
Gemco Mfg. Co., Milwaukee, Wis., "Search Light."
Hine-Watt Mfg. Co., Chicago, Ill., "Columbia."
Indiana Lamp Co., Connersville, Ind., "Empire."
Miller Mfg. Co., Peekskill, N. Y.
Pittsburg Lamp, Brass & Glass Co., Pittsburg, Pa.
Pressure Light Co., Wichita, Kas.
Rose Mfg. Co., Philadelphia, Pa., "Neverout."
Superior Lamp Mfg. Co., New York.
Victor Lamp Co., Cincinnati, O.
Western Mechanical Works, Los Angeles, "Western Spherical."
Widman & Co., J. C., Detroit, Mich
Willys Overland Co., Toledo, Ohio.

LAMPS, Electric; Head, Side and Tail and Spot.

Adams & Westlake Co., Chicago, Ill. ("Adlake" Tail).
Adams & Bagnall Elec. Co., Cleveland, "AbAutoLites."
American Storage Battery Co., Cambridge, Mass. (Side and Tail Only.)
Badger Brass Mfg. Co., Kenosha, Wis., "Solar Spotlites."
Boyce, G. W. G. New York (sole selling agent), "S. & M." Searchlight.
Brazelton, G. T., Birmingham, Ala.
Campbell Co., A. S., Boston, Mass. (Spotlight).
Columbus Auto Brass Co., Columbus, O.
Combination Tail Light Co., Boston, "Universal" (combination Tail Light & License Hanger).
Connecticut Lamp Co., Bridgeport, Conn. (Adjustable).
Culver-Stearns Mfg. Co., Worcester, Mass., "Little Nemo" (Tail).
Detroit Starter Co., Detroit, "Dynolite" (Windshield Light).
Dietz Co., R. E., New York, "Sentinel," "Victor."
Dodge Sales Co., Frank, Boston, Mass. ("Aiken" Revolving Lamp).
Dressel Railway Lamp Wks., N. Y.
Edmunds & Jones Mfg. Corp., Detroit, (E. & J. Spotlight).
E. A. Laboratories, Inc., Brooklyn, N. Y. (Indicating Tail Lamp).
English & Mersick Co., New Haven.
Flanders Co., Detroit, Mich.
Foster, C. H., Chicago, "Owl Light."
Fox Auto Searchlight Co., Providence, R. I. (Swinging).
Gemco Mfg. Co., 670 S. Pierce St., Milwaukee, Wis., "Electrobola."
Guide Motor Lamp Co., Cleveland.
Gray & Davis, Boston, "Luyties Non-Blinding"
Hammer Co., E. H., Cleveland, O
Hampton Gearless Lamp Co., N. Y.
Hanke Iron & Wire Wks., Chicago.
Hawthorne Mfg. Co., Bridgeport Conn., "Old Sol" (Search Lights "Nitrojector").
Hofacker Mfg. & Sup. Co., New York, "Day See."
Holt & Beebe, Boston, "H. & B."
Howe Mfg. Co., Chicago (Searchlight).
Hull Electric Co., R. C., Cleveland.
IMPERIAL BRASS MFG CO., 534 So. Racine Ave., Chicago, Ill.
Indiana Lamp Co., Connersville, Ind.
Interstate Electric Novelty Co., Bklyn.
Johns-Manville Co., H. W., New York, "J-M Mobilite" (Tail).
Kaufman-Williams Lamp Co., Santa Ana, Cal.
Lipman Air Appliance Co., Beloit, Wis. ("Aut-O-Eye" searchlight).
Majestic Mfg. & Spec. Co., Chicago.
Malton Spec. Co., Boston, "Malco."
Manufacturers Sales Corp., Detroit ("Day Ray" Spotlight).
Mechanical Utilities Corp., Chicago (Spotlight).
Milwaukee Bronze Casting Co., Milwaukee, "Star," "Electric Star."
Newfield Silver Mfg. Co., Bridgeport, Conn., "Excelite" (also searchlight mounted on Windshield).
Niagara Searchlight Co., Niagara Falls
Penfield Mfg. Co., Meriden, Conn. (Spotlight).
Perefcto Light Co., Des Moines, Ia.
Pittsburgh Electric Specialties Co., Pittsburgh, Pa. (Dirigible Searchlight Mounted on Windshield); also dry battery, spot.
Portland Auto Sepcialty Co., Portland, Me., "Pasco."
Puckett, A. M., San Antonio, Tex (Tail Lamp, Comb. Signal).
Rose Mfg. Co., Phila., "Neverout" (Tail).
Rosen & Co., A. W., New York. "Rosco."
Saxon Mfg. Co., Toledo, O.
Silvey Electric Co., Dayton, O (Cast Metal).
Superior Lamp Mfg. Co., New York.
Typhoon Signal Co., Lincoln, Ill.
Victor Lamp Co., Cincinnati, O.
Warnola Mfg. Co., N. Y. City (Side).
White Mfg. Co., Bridgeport, Conn.
Widman & Co., J. C., Detroit.
Williams Mfg. Co., Santa Ana, Cal., ("Silverbeam Searchlight").

LAMPS, Fender.

Auto Fender Safety Lamp Co., Inc., Corinth, N. Y.
Johns-Manville Co., H. W., New York, "Mobilite."
Saratoga Pilot Lamp C.o, Saratoga, N. Y. (for showing outline of car to cars approaching).

LAMPS, Incandescent.

Aladin Elec. Co., Chicago.
Alpha Lamp Co., Harrison, N. J.
American Ever-Ready Wks. of National Carbon Co., Long Island City, N. Y.
Consolidated Elec. Lamp Co., Danvers, Mass.
Davis Tungsten Lamp Wks., Union Hill, N. J.
Domestic Tungsten Lamp Co., West New York, N. J.
Edison Lamp Works of General Electric Co., Harrison, N. J., "Mazda."
Federal Miniature Lamp Division National Lamp Wks. of General Electric Co., Chicago, Ill., "Mazda."
Howard Miniature Lamp Co., E. Orange, N. J.
Import Sales Co., New York (Importers "Diamond," "Opal," "Clear").
INDEPENDENT LAMP & WIRE CO., Weehawken, N. J., "Tungsol."
Interstate Elec. Nov. Co., Bklyn., "Franco."
Jaeger Company, H. A., Terminal Bldg., Hoboken, N. J., "Jaegers Nitros."
McCandless & Co., H. W., New York, "Empire."
Manweiler Co., A. C., Ft. Wayne, Ind.
Morelite Nitrogen Lamp Co., New York.
Tulite Auto Bulb Co., Detroit.
U. S. Incandescent Lamp Co., St. Louis, Mo.
Vacuu Rite Lamp Co., Chicago, Ill.
Vosburgh Miniature Lamp Co., West Orange, N. J.
Weehawken Tungsten Lamp Co., Weehawken, N. J.
Westinghouse Lamp Co., New York. "Westinghouse McCandless."
Wood Elec. Co., C. D., New York (Import "Merkle").

LAMPS, Oil, Side and Tail.

Adam & Westlake Co., Chicago, Ill., "Adlake."
Badger Brass Mfg. Co., Kenosha Wis., "Solar," "Commercial," "Spherule," "Security."
Boesch Lamp Co., San Francisco.
Brown & Co., John W., Columbus, O.
Corcoran Lamp Co., Cincinnati, O.
Cowles & Co., C., New Haven, Ct.
De Voursney Bros., New York.
Dietz Co., R. E., New York, "Dainty," "Orient," "Sterling," "Regal," "Royal," "Ideal," "King," "Queen," "Sterling, Jr." "Champion," "Royal Jr.," "Union."
Dressel Railawy Lamp Wks., N. Y. (tail light).
Edmunds & Jones Mfg. Co., Detroit, Mich., "E. & J."
Embry Mfg. Co., Warsaw, N. Y., "Duplex."
Ham Mfg. Co., C. T., Rochester, N. Y., "Rochester," "Tourist," "Cold Blast," "Venus."
Hofacker Mfg. Co., New York.
Indiana Lamp Co., Connersville, Ind., "Empire" ("Ilco" Comb.)
National Stamping & Elec. Wks., Chicago.
Nonpareil Horn Mfg. Co., New York.
Rose Mfg. Co., Philadelphia, Pa., "Neverout."
Standard Lamp & Radiator Wks., New York.
Superior Lamp Mfg. Co., New York.
Victor Lamp Co., Cincinnati, O.
Widman & Co., J. C., Detroit, Mich
Willys Overland Co., Toledo Ohio.
MORSE, FRANK W., Boston, Mass.

LAMPS, Portable Garage.

Faw, J. H., Inc., New York.
Morse, Frank W., Boston, Mass.

LAMPS, Trouble.

Adams-Bagnall Elec. Co., Cleveland, "Handy."
Adams & Westlake, Chicago.
American Composition Co., Newark, N. J.
American Enamel Co., Providence, R I., "Britelite."
American Ever Ready Wks. of the National Carbon Co., Long Island City, N. Y., "Ever Ready."
Auto Specialty Co., N. Y., "Comet" (Combination Dash & Trouble Lamps).
Benjamin Elect. Mfg. Co., Chicago, "Vapor Proof."
Campbell Co., A. S., Boston, "Cello."
Century Foundry Co., Syracuse, N. Y.
CHICAGO ELECTRIC MFG. CO., 2809-19 S. Halsted st., Chicago, Ill.
Cole & Co., Henry, Boston, "Flexilyte."
Conn. Tel. & Elec. Co., Meriden, Conn., "Connecticut."
Culver-Stearns Mfg. Co., Worcester.
Cuming Bros., Flint, Mich., "Universal."
Cuno Engrg. Corp., Meriden, Conn. (combination dash and trouble lamp).
Delta Electric Co., Marion, Ind.
Federal Sign System (Electric), Lake & Desplaines sts., Chicago.
Fowler Lamp & Mfg. Co., Chicago.
Fox, D. G., Haverhill, Mass
Franklin Specialty Co., Worcester, Mass., "De Lite."
Gibson-Hollister Mfg. Co., Boston, "Wylite."
Guide Motor Lamp Mfg. Co., Cleveland, O.
Handy Supply Co., Cleveland, Ohio, "Magnetic."
Harvard Elec. Co., Chicago, Ill.
Hytee Mfg. Co., Indianapolis, "Dads."
MANHATTAN ELECTRCAL SUPPLY CO., 17 Park pl., New York, N. Y., "Mesco," "Redsealite."
METAL SPECIALTIES MFG. CO., 838-852 No. Kedzie Ave., Chicago, Ill. "Presto."
Monarch Tool & Mch. Co., Chicago, Ill., "All In One."
Niagara Searchlight Co., Niagara Falls, N. Y.
MORSE, FRANK W., Boston, Mass., "Harwood" (Combination cigar lighter and trouble lamp).
Parker-Hammerton Mfg. Co., Cliftondale, Mass.
Providence Elec. Mfg. Co., Providence, "Nitelite."
Spielman Elec. Co., N. Y., "Seco."
Vesta Accumulator Co., Chicago, Ill.

LANTERNS, Electric.

Delta Elec. Co., Marion, Ind.
Federal Sign System (Electric), Lake & Desplaines sts., Chicago.
Hytee's Factories, Indianapolis, "Dads."
Usona Mfg. Co., Inc., New York and Toledo, O.

LATCHES, DOOR—See Handles, Locks & Hinges.

LAVATORIES

Sands & Sons, A. B., New York.

LAVA TIPS and Burners—See Burners, Acetylene.

LEAF SPRINGS—See Springs, Body-Supporting.

LEATHER—See following heads:

- Leather, Friction—See Banding, Brake.
- Leather Straps—See Straps.
- Leather Tires—See Protectors, Tire.
- Leather, Upholstery.
- Leather, Upholstery, Artificial.

LEATHER, Upholstery.

American Leather Mfg. Co., Newark, N. J.
American Oak Leather Co., Boston.
Armitage Leather Co., Detroit.
Ashtabula Hide & Leather Co., Ashtabula, O.
Atlantic Leather Co., Newark, N. J.
Automobile Leather Mfg. Co., Newark, N. J.
Barker Leather & Tannery Co., North Adams, Mass.
Bernstein Bros., Newark, N. J.
Blanchard Bro. & Lane, Newark N. J.
Bouller Fraser Leather Co., Inc., New York.
Bridgeport Patent Leather Co., Bridgeport, Conn.
Byron & Sons, W. D., Williamsport, Md., "Tanck."
Cleveland Tannery Co., Cleveland, O
Good, R. C. & H. B., Newark, N. J.
Halsey & Smith, Newark, N. J.
Hertz Co., Max, Newark, N. J.
Howell-Hinchman Co., Middletown, Conn.
Howell & Co., T. P., Newark, N. J., "Lion."
Klauder Co., C. L., Philadelphia, Pa., "Five Brothers."
Lackawanna Leather Co., Hackettstown, N. J.
McCormick & Son, R. H., Newark, N. J.
Radel Leather Mfg. Co., Newark, N. J.
Reilly Co., John, Newark, N. J.
Rex-Imperial Leather Co., Newark, N. J.
Rogers & Co., E. F., Phila., Pa.
Roser & Son, H., Glastenbury, Ct. (Pigskin).
Smith Co., Hugh, Newark, N. J.
Smith & Sons, L. M., Newark, N. J
Stengel, Geo., Newark, N. J.
Stengel & Rothschild, Newark, N. J.

Sterling Leather Wks., Newark, N. J.
Straus & Son, M., Newark, N. J., "Beaver."
Ward & Co., E. S., Newark, N. J.

LEATHER, Upholstery, Artificial.

Armitage Leather Co., Detroit.
Du Pont Fabrikoid Co., Wilmington, Del., "Fabrikoid."
Chandler Oil Cloth & Buckram Co., E. Taunton, Mass.
Chase & Co., L. C., Boston, "Leathermore."
Duratex Co., Newark, N. J.
Eagle-Ottawa Leather Co., Grand Haven, Mich.
Kearney Co., T F., Boston, "Granitol," "Imperial."
O'Bannon Corp., New York, N. Y.
Terwilliger Stone Leather Co., Newark, N. J.
Textileather Co., New York.
Zapon Leather Cloth Co., N. Y., "Broncho."

LEGGINGS.

Atlas Spec. Mfg. Co., Chicago, "West Point," "Boulevard," "Harvard."
B. E. Mfg. Co., New York, "Bemco."
Cripps Co., H. P., Chicago.
Hagerstown Legging Co., Hagerstown Md., "Halco."
Hager & Son, Chas., New York.
Nathan Novelty Mfg. Co., New York Electric).
Niagara Auto-Cover Co., New York.
Perkins & Campbell Co., Cinn., O.
Premier Auto Novelty Mfg. Co., Inc., New York.
Rosenwasser Bros., New York.
Syracuse & Elbridge Glove & Leggin Co., Syracuse, N. Y., "Northrup."
Wiley & Son Co., Wm. H., Hartford, Conn.

LENS MIRRORS—See Reflectors.

LENS, PRISMATIC, for Headlights

See also Shades and Dimmers.
Corning Glass Wks., Corning, N. Y.
E. A. Cassidy Co., N. Y. (General Agents).
Lancaster Lens Co., Lancaster, O.
Legalite Corp., Boston (No Glare).
No-Glare-On Co., Watertown, N. Y. (Lamp coated with crystals).
OSGOOD LENS & SUPPLY CO., 1241 Michigan ave., Chicago.
Saferlite Lens Co., N. Y. City.
Smith Glass Co., L. E., Mt. Pleasant, Pa., "Morelite."
Standard Glass Spec. Co., Morgantown, W. Va., "Prismolite."
Totalux Co., Milwaukee, Wis.
Warner Lens Co., Chicago.

LETTERS—See Numbers and Letters; also Monograms, Cut Brass.

LEVERS—See following heads:

Levers, Brake.
Levers, Foot, see Pedals, Foot.
Lever Pads—See Trips, Pedal.
Levers, Steering—See Gears, Steering.
Levers and Quadrants.

LEVERS, Brake.

Auto Parts Co., Muncie, Ind., "B. T. K."
Berry, Chas. W., Grey, Me.
Billings & Spencer Co., Hartford
Cleveland Hardware Co., Cleveland.
Cotta Transmission Co., Rockford Ill.
Driggs-Seabury Ordnance Corp., Sharon, Pa.
Eberhard Mfg. Co., Cleveland, O.
Gemco Mfg. Co., Milwaukee, Wis.
Houk Mfg. Co., Buffalo, N. Y.
Indiana Automobile Parts Co., Marion, Ind.
Johnson Service Co., Milwaukee.
Konigslow Mfg. Co., Otto, Cleveland
Prosser & Sons, Thos., New York (Importers "Krupp").
Wabash Gear Works, Terre Haute, Ind.
Warner Co., T. W., Muncie, Ind.
Warner Gear Co., Muncie, Ind.
Warner Mfg. Co., Toledo, O.

LEVERS and Quadrants.

Muncie Auto Parts Co., Muncie, Ind
Saunders Regulator Co., Melrose, Mass

LEVELS, Spirit.

Athol Mach. Co., Athol, Mass.
Chapin-Stephens Co., Pine Meadow, Conn.
Disston & Sons Henry, Phila., Pa.
Eberhard Mfg. Co., Cleveland, O.
Gould & Jackson, Watertown, N. Y., "Cook."
Smith, E. G., Columbia, Pa., "Columbia."
Stanley Rule & Level Co., New Britain, Conn.
Starrett L. S., Athol, Mass.

LICENSE—See following heads:

License Brackets—See Holders, License.

LIGHTERS—See following heads:

License Holders—See Holders, License.
License Pads—See Numbers and Letters.
Lighters, Acetylene Lamp.
Lighters, Cigar Electric.

LIGHTERS, Cigar, Electric.

Cowles & Co., C., New Haven, Conn.
Cuno Engrg. Corps., Meriden, Conn.
Electric Automatic Cigar Lighter Co., New York, "American Beauty."
Harwood, C. F., Boston, Mass.
Interstate Elec. Novelty Co., Bklyn.
King Co., A. H., Detroit, Mich.
Mabey's Elec. & Mfg. Co., Indianapolis, Ind., "Century."
METAL SPECIALTIES MFG. CO., INC., 338-352 No. Kedzie Ave., Chicago, Ill., "Presto."
MORSE, FRANK W., Boston, Mass.
"Harwood" (Combination Trouble Lamp and Cigar Lighter).
O'Brien Mfg. Co., J. F., New York.
Rosen & Co., A. W., N. Y., "Rosco."
Spielman Elec. Co., N. Y., "Seco."

LIGHTS—See following heads:

Lights, Dash, Electric.
Lights, Dome, for interior of limousine.
Lights, Pocket, Electric—See Flash lights.
Lights, Spot. See Lamps, Elec.
Lights, Wash Stand, for lighting car while being washed.
Lights, Window display.

LIGHTS, Dash Electric.

Campbell, A. S., Boston, "Cello."
CHICAGO ELECTRIC MFG. CO., 28th and Halstead sts., Chicago, Ill.
Cowles & Co., C., New Haven, Conn.
Connecticut Telephone & Electric Co., Meriden, Conn.
Culver-Stearns Mfg. Co., Worcester.
Cuno Engrg. Co., Meriden, Conn.
Faw, J. H., Inc., New York.
Fowler Lamp & Mfg. Co., Chicago.
Gasco Mfg. Co., Lancaster, Pa.
Guide Motor Lamp Co., Cleveland.
Hall Lamp Co., C. M., Kenosha, Wis.
Indiana Lamp Co., Connersville, Ind.
Johns-Manville Co., H. W., New York, "J-M Mobilite."
K.-W. Ignition Co., Cleveland.
METAL SPECIALTIES MFG. CO., INC., 338-352 No. Kedzie Ave., Chicago, Ill., "Presto."
MORSE, FRANK W., Boston, Mass.
Murphy, H. J., Reading, Mass. (wireless flashlight fitted on steering post).
Rose Mfg. Co., Philadelphia.
Rosen & Co., A. W., N. Y., "Rosco."
Superior Lamp Mfg. Co., New York.
Vesta Acumulator Co., Chicago, Ill.

LIGHTS, Dome, for interior of limousine.

Adams & Westlake, Chicago.
Cowles & Co., C., New Haven, Ct.
Culver-Stearns Mfg. Co., Worcester, Mass.
English & Mersick Lamp & Fdry. Co., New Haven, Ct.
Guide Motor Lamp Mfg. Co., Cleveland.
Holt & Beebee, Boston.
MORSE, FRANK W., Boston, Mass.
Motor Car Equip. Co., New York (Importers).
O'Brien Mfg. Co., J. F., New York.
Parry & Co., A. N., Amesbury, Mass.
Rosen & Co., A. W., New York, York "Rosco."
Taylor Co., H. D., Buffalo.
Vesta Accumulator Co., Chicago, Ill.
White Mfg. Co., Bridgeport, Conn.

LIGHTS Wash Stand, for lighting car while being washed.

MORSE, FRANK W., Boston, Mass.
Smith Mfg. Co., I. J., Brooklyn, N. Y., "Aladdin."

LIGHTS, Window Display.

Federal Sign System (Electric), Lake & Desplaines sts., Chicago.

LINERS—See Protectors, Inner Tube.

LINING, Brake.

Advance Packing & Supply Co., Chicago, "Brakebesos."
Am. Asbestos Co., Norristown, Pa., "Ambesco," "Testbestos."
Asbestos & Rubber Works of America, New York, "Ajax," "Motobestos."
Asbestos & Rubber Wks. of N. J., Camden, N. J., "Longwear," "Wearwell."
Atlantic Mfg. Co., Wilmington, Del.
Atkins & Co., E. C., Indianapolis, F. O. E.
Auto Parts Co., Providence, R. I., "Apcobestos."
Axwell Equipment Co., Pittsburgh.
Carey Co., Philip, Cincinnati, O., "Enduro."
Central Hard Fibre Co., West Somerville, Mass.
Chesterton Co., A. W., Boston, "Gripbestos."
Cincinnati Rubber Co., Cincinnati, Ohio, "Arno."
Coe & Brown, New Haven (Leather).
Cork Insert Co., Boston.
Combination Rubber Mfg. Co., Blomfield, N. J.
Continental Fibre Co., Newark, Del.
Duckwall Belting & Hose Co., Indianapolis, Ind., "Durobestos."
Empire Tire & Rubber Co., Trenton, N. J., "Embestos."
Erbestos Brake Lining Co., Phila.
Essex Rubber Co., Inc., Trenton, N. J. (Asbestos).
Federal Asbestos Co., Paterson, N. J., "Bestbestos."
General Asbestos & Rubber Co., Charleston, S. C., "Garco."
German Bronze Co., Erie, Pa., "Edkin."
Gandy Belting Co., Baltimore, Md
Hide, Leather & Belting Co., Indianapolis (Leather).
Horton Mfg. Co., F. L., Boston, "Elektra."
Hudson Belting Co., Worcester, Mass. (Leather).
Johns-Manville Co., H. W., New York, "Non-Burn."
Keasby & Mattison, Ambler, Pa., "Ambler Autobestos."
Mau-Sherwood Supply Co., Cleveland
Nafra Co., Inc., New York (Imported).
New Jersey Asbestos Co., New York, "Gladiator."
Nightingale & Childs Co., Boston, "Motorbestos."
Norristown Magnesia & Asbestos Co., Boston, "Diamond N."
Rahmann & Co., Geo., New York (Leather).
RAYBESTOS CO., Bridgeport, Conn.
Richards Asbestos Co., New York.
Rossendale-Reddaway Belting & Hose Co., Newark, N. J. (Camel Hair), "Arabian."
Russell Mfg. Co., Middletown, Conn. "Rusco."
Scandinavia Belting Co., Boston
Schmidt, Chas. D., N. Y., "Heavy Service.
Smith, J. Stewart, N. Y., "Century."
Standard Brake Lining Co., Gleasondale, Mass.
Standard Woven Fabric Co., Framingham, Mass., "Multibestos."
Staybestos Mfg. Co., Germantown, Philadelphia, Pa., "S-M-C."
Sterling Asbestos Co., Brooklyn, N. Y.
Thermoid Rubber Co., Trenton, N. J., "Fordoid," "Thermoid," "Braidoid."
United & Globe Rubber Mfg. Cos., Trenton, N. J., "Globe."
United States Asbestos Co., Manheim, Pa.
Vultite Rubber Co., Newark, N. J.
Whitehouse-Le Compte Mfg. Co., Newark, N. J.
Woven Steel Hose & Rubber Co., Trenton, N. J., "Autobestine," "Blue Edge," "Red Edge."
Zone Asbestos Brake Lining, Paterson, N. J.

LINKS, Chain Repair—See also Chain Transmission.

Eberhard Mfg. Co., Cleveland, O.

LOCKERS, Metallic.

Buffalo Wire Wks. Co., Buffalo, N.Y.
Carpenter-McWatters Co., Cleveland, O.
Clark Co., W. J., Salem, O.
Darby & Sons Co., Edw., Phila
Durand Steel Locker Co., Chicago.
Federal Steel Fixture Co., Chicago.
Hart & Hutchison Co., New Britain.
Hetts Co., Detroit, Mich.
Jefferis Co., R. W., Camden, N. J.
Lyon Metallic Mfg. Co., Chicago.
Medart, Fred, St. Louis.
Merritt & Co., Camden, N. J.
Merritt & Co., Philadelphia, Pa.
Mfg., Equipment & Eng'n'r'g Co., Boston.
Michigan Wire Cloth Co., Detroit.
Narragansett Machine Co., Providence, R. I.
Smith Wire & Iron Wks., F. P., Chicago.
Terrell's Equipment Co., Grand Rapids, Mich.
Van Dorn Iron Works Co., Cleveland, O.
Wilson Mfg. Co., Jas. G., New York, N. Y.

LOCKS—See following heads:

Locks, Automobile, for preventing use of auto without owner's consent. See also Switches, Lock, Electric; also Valves, Gasolene Lock.
Locks, Crank.
Locks, Door—See Handles, Locks and Hinges.
Locks, Lamp.
Locks, Robe Rail.
Locks, Tank—See Valves, Gasoline Lock.
Locks, Tire, for preventing extra tires from being stolen.

LOCKS, Automobile, for prevent-use of auto without owner's consent.

A. & B. Specialty Co., Milwaukee, Wis.
American Chain Co., Bridgeport, Ct.
Am. Chain Co., Inc., Sherrell, N. Y.
Amper Elec. Co., Lockport, N. Y.
Angsten-Koch Co., Chicago, "A-Y-Fordlock."
Atlantic Mach. Co., Brooklyn, N. Y. (Atlantic Locking Timer).
Atwood Automobile Co., Toledo, O.
Automatic Automobile Lock Co., Chicago, "Chicago-Keyless."
Auto Lock Plug Co., New York.
Auto Lock Co., Pittsburg, "Fetterlock."
Automobile Combination Lock Co., St. Louis, Mo.
B. & E. Lock Co., Des Moines, Ia., "Evans."
Backus Novelty Co., Smethport, Pa., "Utility."
Bateman Bros., Centerville, Ia., "Flex-O-Steel."
Bee-Kay Motor Lock Co., Atlanta, Ga.
Blackburn Specialty Co., Cleveland, "Blaco."
Bo-Hart Auto & Mch. Co., Lancaster, N. Y. (Switch Lock).
Bolger, Wm., Hastings, N. Y.
Bradley Safety Auto Lock Co., Denver, Colo. (Locks Full Line).
Breakstone, S., "Chicago, "Watch Dog."
Broderick & Bascom Rope Co., St. Louis, Mo., "Powersteel Autolock."
Caskey-Dupree Mfg. Co., Marietta, O., "Thisfoil."
Cochran Pipe Wrench Co., Chicago. "Bridges" (for Fords).
Conn. Tel. & Elec. Co., Meriden, Conn.
Consolidated Machine Wks., Chicago, "Bull Dog."
Corbin Cabinet Lock Co., New Britain, Ct.
D. & T. Mfg. Co., St. Louis, Mo., "Bull Dog."
Daniels, Smalley, Detroit, "Slyco."
Dial Auto Lock Co., St. Louis, Mo.
Edwards Mfg. Co., Cincinnati, O., "No-Key."
Esco Mfg. Co., Detroit (Locks, Gas—Battery and Magneto).
Essansee Lock Co., Phila., Pa.
Everett Mfg. Co., Chicago (Ignition locks).
Factory Sales Co., Cleveland, O. "Johnstone."
Ford Lock Co., Los Angeles, Cal.
Gaston & Creassy, Minneapolis.
General Utility Co., Philadelphia, Pa., "Parker."
Gilbert Mfg. Co., New Haven, Ct.
Globe Auto Lock Co., Canisteo
Goodrich-Lenhart Mfg. Co., Phila.
Hall Hdw. Co., Indianapolis, "Neal."
Halliwell Co., Los Angeles, "Pendleton."
Headlight Support Co., Detroit, Mich., "Gasolock."
Hercules Lock Co., Cleveland.
Hill Pump Valve Co., Chicago, "Utility."
H. R. Mfg. Co., Chicago, "H. R. Neutralock."
Janney, Steinmetz & Co., Phila.
Jones Auto Lock Co., Tacoma, Wash.
J. R. B. Co., Davenport, Ia.
Junkunc Bros., Chicago.
Koehler Mfg. Co., St. Louis, "Bulldog," "Eagle Grip" (for Fords).
Lawrence Specialty Co., Boston, Mass.
M. A. N. Mfg. Co., Providence, R. I., "Manco."
Mason, H. L., St. Louis.
Mastertool Co., Chicago, "Masterlock."
Miller, Thomas F., Hdwe. Co., Easton, Pa.
Moon Spec. Sales Co. Los Angeles.
Mudd Auto Lock Co., Chicago ("Rajo" Pin Tumbler Lock).
Natl. Brass Co., Los Angeles, "Miller."
National Motor Supply Co., Cleveland, O. (Gasoline).
Northside Buick Sales Co., Chicago.
Oakes Co., Indianapolis, Ind.
Parkin Meeley Lineaweaver Co., Inc. Phila., Pa., "Parkin."
Perry Auto Lock Co., Chicago.
Pneumatic Spring & Lock Co., Detroit, Mich., "Coula."
Quale Mfg. Co., Chicago "Quale Keyless."
Racine Auto Specialty Sales Co., Chicago, Ill., "Handy."
Reliance Co., Chicago (for Ford Steering Wheel) "Mueller."
Rice & Co., H. B., Seattle, Wash., "Anable."
Robe Lock Co., Oakland, Cal.
Rochester Safety Lock Co., Rochester, Ind.
Sachs, Landers Mfg. Co., San Francisco.
Safety Auto Lock Co., San Francisco, "E. S. A."
Safety Tire Lock Co., Pawtucket, R. I.
Swyers & Lorch Mfg. Co., Pittsburg, Pa., "Spark-No."
Security Auto Lock Co., N. Y. (cuts off fuel supply), "Benefield."
Shroyer & Co., C. W., Dayton, O., "Benham."
Slaymaker Lock Mfg. Corp., Lancaster, Pa.
Smith Auto Lock Co., Geo. P., St. Louis, Ill.
Sturr Auto Lock Co., Cincinnati, O.
Syracuse Universal Mfg. Co., Syracuse, N. Y.
Troy Carriage & Sunshade Co., Troy, O.
Turner Auto Lock Co., Minneapolis.
Turner Brass Wks., Sycamore, Ill., "Pagel" Gasoline Lock.
United Motor Accessories Corp., Pittsburg, Pa., "Loxit."
Universal Mfg. Co., Racine, Wis., "B. & W."
U. S. Auto Bumper Co., Chicago, "McGregor's."
Utility Mfg. & Advertising Co., Chicago.
Wiener-Barnet Co., Newark, N. J., "Crown."
Walker Ke-les Lock Co., Chicago.
Whitehead & Co., W. S., Philadelphia, "Parkin."
Williamson & Co., H. G., Chicago.
Woodruff & Sons Co., W. W., Mount Carmel, Conn.
Yale & Towne, New York.

LOCKS, Crank.

Oakes Co., Indianapolis.

LOCKS, Lamp.

Crescent Mfg. Co., New York City.
General Elec. Co., Schenectady, N. Y. (Locking Socket).
McGill Mfg. Co., Valparaiso, Ind., "Loxon."

LOCKS, Robe Rail.

Backus Novelty Co., Smethport, Pa.
Mechanical Products Co., Cleveland, O., "Guardian."
Robe Lock Co., Inc., Oakland, Cal.

LOCKS, Tire.

Allen Auto Spec. Co., New York.
American Chain Co., Bridgeport, Ct.
Broderick & Bascom Rope Co., St. Louis, Mo., "Powersteel Auto Lock."
Chicago Rawhide Mfg. Co., Chicago.
Crescent Mfg. Co., New York City.
Gemco Mfg. Co., Milwaukee, Wis.
Howard Automobile Co., San Francisco, Cal., "Haco."
Leschen & Son Rope Co., A., St. Louis, Mo.
Motor & Machinists Supply Co., Kansas City, Mo.
New Era Spring & Spec. Co., Detroit, "Sly."
Sargeant-Greenleaf Co., Rochester.
Simplex Auto Spec., Detroit (Lock & Chain).

LOOM—See Conduit Fabric.

LOOPS, Snap and Strap—See Fittings, Top.

LUBRICANTS—See also Graphite.

A. C. C. Oil Co., Boston, Mass., "Acco."
Ajax Oil & Grease Co., New York
Albany Petroleum Corp., Albany, N.Y.
Alexander & Co., H. T., New York, "Grand Prix."
American Oil Co., Jackson, Mich., "Amoilco," "Anti-Barbon," "Amoco."
Atlantic Refining Co., Cleveland, O., "Arco."
Auto Oil Co., Jackson, Mich., "Red Cross."
Baker, Wm. T., Jersey City, N. J., "Everite," "Paramount," "Safeguard."
Balso Oil Co., Toledo, O.
Baum's Castorine Co., Rome, N. Y.
Bayerson Oil Wks., Erie Pa., "Autocrat," "Ebonite."
Bell Oil Co., St. Louis, Mo., "Liberty Bell," "North Pole," "White Lilly."
Bealy & Co., C. H., Chicago, Ill., "Helmet."
Bliven & Carrington, New York, "Champion," "E. Z. Way."
Boettcher, A. F., Conklin, N. Y., "Vulcan."
Borne-Scrymser Co., New York, "Colonial," "Colo," "Silex."
Brewer & Co., Worcester, Mass., "Whiz."
Buck & Co., E. H., Worcester, Mass., "Powero," "Buck's Best."
Buffalo Refining Co., Buffalo, "Auto-oil."
Burko Grease Mfg. Co., Phila.
Campbell-Zartman Co., Indianapolis, "Viscoline."
Casco Bar-Metallic Pkg. Co., Chicago, "Auto Grease."
Cataract Refining & Mfg. Co., Buffalo, N. Y., "Cascade."
Cedaroleum Lubricant Co., Parkinsville, Va.
Chainolene Mfg. Co., Chicago (For Chain & Sprocket), "Purolene."

Chappell Oil & Grease Co., St. Louis.
Chesterton & Co., A. W., Boston, Mass., "Autoleum."
Clarkson & Ford, New York, "Banner."
Corbett & De Coursey Co., Pittsburgh, "Lubrex."
Columbia Refining Co., New York, "Royal," "K. A. C."
Commercial Lubricating Co., Phila., "Lubriko."
Connecticut Oil Co., Waterbury, Conn.
Consolidated Oil Co., Cleveland.
Continental Asbestos Corporation, Worcester, Mass., "Spedolene."
Cook's Sons, Adam, New York, N. Y., "Albany," "Alpha Grease."
Crescent Oil & Grease Co., Cleveland, O., "Franklin."
Crew Levick & Co., Philadelphia, Pa., "Perfection" (Grease in Tubes).
Curry Bros. Oil Co., Boston, "Superba."
Dearborn Chemical Co., Chicago, "Fort Dearborn," "Fort Douglass," "Fort Snelling," "Fort Sheridan," "Fort Clyde," "Fort Auto," "Fort Hudson," "Defiance," "Fort Lincoln," "Fort Benton," "Fort Scott," "Fort Sumpter," "Fort Sherman," "Fort Yuma," "Fort Zero," "Fort Sprague," "Fort Logan," "Fort Dodge," "Fort Wayne," "Fort Monroe," "Fort Curtis," "Fort Reno," "Fort Dallas," "Fort Hudson."
Dixon Crucible Co., Jos., Jersey City, N. J., "Graphitoleo."
Duske Oil Co., Titusville, Pa., "Speedoil."
Draper Co., Walter H., Mt. Vernon, N. Y., "Viscolene."
Durbrow & Hearne Mfg. Co., New York, "Paragon."
Durkee-Atwood Co., Minneapolis, Minn.
"Superior," "D. & A.," "Fine Parts."
Eagle Oil & Supply Co., Boston, "Eageline," "N. Karbon," "23."
Efficiency Oil Corp., New York.
Ellis & Cummings Oil Works, Reading, Pa., "Argoline."
Emery Mfg. Co., Bradford, Pa., "Emco."
Endurance Autoil Co., Muncie, Ind.
Enterprise Oil & Supply Co., Buffalo, N. Y., "Duplex."
Faul Co., W. J., New York, "Positive."
Fiske Bros. Refining Co., New York, N. Y., "Lubroleine," "Climax Synovia," "Centaur," "Phoenixo."
Flanders Co., Detroit, Mich.
Franklin Oil Wks., Franklin, Pa., "Earlene."
Flota Mica Sales Co., Detroit.
FRAZER LUBRICATOR CO., Chicago, "Penza," "Z-J." (Russian Motor Oils and Greases).
General Oil Works Co., Indianapolis, Ind., "Reliable."
Gomer Oil Co., Detroit.
Graham & Co., John H., New York, "Many Use Oil."
Graspit Mfg. Co., Chicago, Ill.
Great Western Oil Co., Cleveland, O., "Autoby," "Nokarbo," "Crown."
Greenslade Oil Co., Detroit, "Packard."
Gulf Refining Co., Pittsburgh, "Supreme."
Hall-Thompson Co., Hartford, Ct., "Charter Oak," "Wonder Worker."
Harris Oil Co., A., Providence, R. I.
Harrison Agalite Non-Fluid Lubrication Co., Inc., Syracuse, N. Y.
Havoline Oil Co., New York City.
Haws, Geo. A., New York, "Panhard."
Hercules Grease Co., Phila., Pa.
Hess-Bright Mfg. Co., Phila., Pa.
Hine-Watt Mfg. Co., Chicago, Ill., "Eagle."
Hollingshead Co., R. M., Camden, N. J., "Whiz."
Houghton Co., E. F., Philadelphia, Pa., "Cosmolubric," "Viim." "Motoline."
Indian Refining Co., New York, "Amber," "Crystal."
Inter-Lube Chem. Co., Cleveland, O.
International Acheson Graphite Co., Niagara Falls, N. Y., "Gredag," "Oildag."
Inter Ocean Oil Co., New York, "Govoline."
Interstate Chemical Co., Jersey City, N. J., "Key Brand."
Invader Oil Co., New York.
Jones & Brother, J., Phila., Pa., "Balkan Grease."
Kellogg & Co., E. H., New York, "Crown," "Excelsior."
Kent Lubricating Co., Waukesha, Wis.
Keystone Lubricating Co., Phila., Pa.
Liquid Lustro Mfg. Co., New York (Kenny & Moore, N. Y. Distributors).
Loos & Dilworth, Philadelphia, Pa., "Paragon."

LOWE MOTOR SUPPLIES CO., 1727 Broadway, cor. 55th st., New York, "Aeroline."
Lubrex Mfg. Co., Pittsburgh, Pa., "Lubrex."
Lubic Oil Co., Cleveland.
Lumen Bearing Co., Buffalo, N. Y., "Lesoyl" (graphite).
Lynch, Alonzo K., Brooklyn, N. Y., "Advance."
Magie Bros., Chicago, "Russian."
Marshall Oil Co., Marshalltown, Ia., "French."
McLean-Jones Oil & Supply Co., Boston, Mass., "Swastika."
Merchant & Evans Co., Philadelphia (Grease Cups).
Metallic Lubricating Oil Co., Millersburg, Pa., "Crown," "Crescent," "Alpha," "Monarch."
Miller, Chas. E., New York, "Pan-American."
Miller Co., Wm. P., Brooklyn, N. Y., "American," "Universal," "Victory," "Shield," "Commodore Kilnoys."
Miller's Sons Co., A. D., Pittsburgh, "Perfection," "Invincible."
Miller's Sons, Wm. P., Long Island City, N. Y., "Excelsior," "Pan-o-Lite."
Miller & McLean, New York, "M & M."
Monarch Mfg. Co., Council Bluff, Ia., "Gold Medal," "Little Giant," "Grapholene," "Monomobile."
Moore Oil Co., Cincinnati, "Antlubo."
Motor Car Supply Co., Chicago, Ill.
Mound City Oil & Supply Co., St. Louis, Mo., "M-C."
Mulliken Oil Co., Boston, "Kosmos."
Naragansett Chem. Co., Prov., R. I., "Meteor."
Nat'l Brass Mfg. Co., Rochester.
National Oil & Supply Co., Newark, N. J., "Viscos."
National Refining Co., Cleveland, O.
New York Lubricating Oil Co., Consolidated with Columbia Lubricants Co., New York, "Monogram Oil."
Northwestern Chemical Co., Marietta, Ohio, "Gear Silence."
Nye, Wm. F., New Bedford, Mass., "Whale."
N. Y. & N. J. Lubricant Co., N. Y., "Motorol," "Non-Fluid."
Norben Oil & Sup. Co., Newark, N. J., "Norbenene."
Northrop Lub. Oil Co., St. Louis, "Electrolene."
Ohio Filler & Shield Co., Columbus, O., "Motor Gear Shield."
Oil City Oil & Grease Co., Oil City, Pa., "Merit," "Imperial."
Ohio Grease Co., Londonville, O.
Old Roman Solder Co., Inc., N. Y., "Hundred & One Oil."
Paragon Refining Co., Toledo, "Polar."
Petroleum Coke Co., Philadelphia, Pa., "Motorlight."
Petroleum Products Co., Pittsburg, Pa., "Sound Proof."
Petroleum Products Sales Co., Cleveland.
Pigot, Sayre & Co., New York, N Y., "Aurora."
Pioneer Oil & Grease Mfg. Co., Cleveland, "Ottorno."
Platt & Washburn Refining Co., New York, "Veedol."
Power Gas Products Co., Minneapolis, Minn.
Pulver & Sons, Peter, New York, N. Y., "Diamond P."
Puritan Oil Co., Cleveland, "Packard," "Aero Auto."
Queen City Chemical Co., Wm. Peebles, Sales Agt., Pittsburgh, Pa., "Flota Mica."
Rome Soap Mfg. Co., Rome, N. Y., "Three B."
Richardson Lubricating Co., Quincy, Ill., "Supreme," "Keystone," "Empire," "Liberty."
Robinson & Son Co., Wm. C., Baltimore, Md., "Autoline," "Grecil."
Sexton Oil Co., Chicago.
Sheppard, W. S., Newark, N. J. "Ideal," "Fibroviscos," "Graphoviscos."
Smith Bros. Oil & Supply Co., Chicago, Ill., "Zenith," "Phoenix," "Crown," "Banner."
Sonneborn Sons, L., New York, "Amalie."
Southerland & Co., P., Boston, "Velvet."
Speare's Sons Co., Alden, Boston, "Diamond White," "Tassco."
Speedolene Lubricant Co., Malden, Mass., "Asbestolene."
Star Oil Co., Chicago.
Standard Lubricant Co., New York, "Uberine," "Velvoil."
Standard Oil Co., New York, N. Y., "Zerolene," "Polarine."
Standard Oil Co. (an Indiana Corporation), Chicago, Ill., "Polarine" Brands.
Sterling Oil Co., Rochester, N. Y., "Mr. Smooth."
Stephens & Conrow Co., New York, "Minerola."
Strong Machy. & Supply Co., New York, N. Y., "E-Z-EE."

Stuart & Co., D. A., Chicago.
Superior Chemical Mfg. Co., Grand Rapids, Mich., "Yankee."
Swan & Finch Co., New York, "Atlas," "Gearease."
Sweet, C. F., Hartford, Conn., "Mercedes," "Climax," "Pathfinder."
Texas Co., New York, Houston, "Taxaco," "Kohinoor."
Three-in-one Oil Co., New York.
Tiona Oil Co., Binghamton, N. Y., "Tiolene."
Tropical Oil Co., Cleveland, O., "Trojan," "Red Star," "Ozark," "Polar," "Toco."
Tygert Co., E. A., Philadelphia, Pa., "Motorlube."
Union Petroleum Co., Philadelphia.
Universal Lubricating Co., Cleveland, O., "Tulc."
U. S. Graphite Co., Saginaw, Mich., "Grafita."
U. S. Mill Supply Co., Providence, R. I., "Alco."
Vacuum Oil Co., Rochester, N. Y., "Gargoyle," "Mobiloil," "Mobilubricant," "Arctic."
Valvoline Oil Co., New York.
Van Nostrand Mfg. Co., New York, "White Circle."
Van Tilburg Oil Co., Minneapolis, Minn., "Wang," "Napoleon Grease," "Buckeye," "Flo Grease," "Argo," "Imperial," "Trojan," "Armor."
Visco Motor Oil Co., Cleveland.
Viscosity Oil Co., Chicago.
Vulcan Oil Co., Phila., Pa., "California."
Wadhams Oil Co., Milwaukee, Wis., "Badger."
Wagner Oil Co., New York, "Rightoil."
Warren Lubricant Co., Buffalo, N. Y., "Spermo," "Consistency," "Perfect," "Sanderson."
Waverly Oil Works Co., Pittsburg, Pa., "Defiance."
White Star Refining Co., Detroit, Mich.
White & Bagley Co., Worcester, Mass., "Royal Worcester," "Oilzum."
Whitmore Mfg. Co., Cleveland, Ohio.
Winn, Wm. R., New York, "Run Easy."
Winslow Lubricating Co., Buffalo, N. Y., "Graphinoil."
Wisconsin Graphite Co., Stevens Point, Wis.
Wolverine Lubricants Co. of N. Y., New York, "Wolf's Head," "Packard."
Wood Co., W. A., Boston, Mass., "Perfection."
Young Co., Orlando W., Newark, N. J.
Young & Kimball, F. L., Boston, Mass., "Youkim."
Zibell Co., J. A., New York, "Motogrease," "Auto Sponge," "Zibel line."
Zurn Co., O. F., Phila., Pa., "Detroit," "Zurnoil."

LUBRICATOR BELTS—See Belts, Fan or Lubricator.

LUBRICATORS—See following heads:

Lubricators, Graphite.
Lubricators, Hand Feed (Oil Pumps).
Lubricators, Mechanical Feed (Oil Pumps).
Lubricators, Oil and Grease Cup.
Lubricators, Pressure Feed.
Lubricators, Spring Leaf.

LUBRICATORS, Graphite.

Woolf, S. P., Omaha, Neb.

LUBRICATORS, Hand Feed (Oil Pumps).

Cox Brass Mfg. Co., Albany, N. Y.
Danver Accessory Co., Pawtucket, R. I.
Lunkenheimer Co., Cincinnati, O.
Powell Co., Wm., Cincinnati, O., "Speedy."

LUBRICATORS, Mechanical Feed (Oil Pumps).

Biddison Mfg. Co., Madison, Wis.
Danver Accessory Co., Pawtucket, R. I.
Detroit Lubricator Co., Detroit.
Hancock Mfg. Co., Charlotte, Mich.
IMPERIAL BRASS MFG. CO., 584 So. Racine Ave., Chicago, Ill.
Kinsey Mfg. Co., Toledo, O., "Kinwood."
Lavigne Mfg. Co., Detroit, Mich.
Lee Co., Wm. O., Port Huron, Mich.
Lipman Mfg. Co., Beloit, Wis.
Lunkenheimer Co., Cincinnati, O.
Madison-Kip Lubricator Co., Madison.
Manzell Bros., Buffalo, N. Y.
Manzell, Chas. W., Buffalo, N. Y.
Maxwell-Marshall Mfg. Co., Balto.
Menager Oiler Co., Kansas City (for keeping constant oil level in crank case).
National Gauge & Equipment Co. La Crosse Wis. (Reserve Oil Outfit).
Neely Mfg. Co., Chicago.
Peerless Motor Specialty Co., Inc., N. Y. ("Automatic" Oiling System for Fords).
Pedersen Lubricator Co., New York.
Penberthy Injector Co., Detroit.
Powell Co., Wm., Cincinnati, O.
Richardson-Phenix Co., New York.
Trio Mfg. Co., Detroit.
Weiss, L. T., Brooklyn, N. Y.
Wood Mfg. Co., Geo., Newark, N. J.

LUBRICATORS, Oil and Grease Cup (Ordinary Plain).

Agner Co., R. C., Burlington, Wis. "Simplex," "Agner."
Albany Lubricating Co., New York (Grease cups only).
Allen Mfg. Co., W. D., Chicago.
Alemite Metals Co., Chicago.
American Injector Co., Detroit, "Hercules."
American Lubricator Co., Detroit.
American Stamping Co., Battle Creek, Mich., "Klicket."
Bailey, Wm. J., Newark, N. J. "Climax," "C. B."
Bay State Stamping Co., Worcester Mass., "Bennett."
Bealy & Co., Chas. H., Chicago, Ill., "Badger," "Bonanza," "Helmet" (Grease Cups only).
Bowen Mfg. Co., Auburn, N. Y., "Empress."
Brown Co., Syracuse, N. Y., "Spring Shackle."
Buckeye Iron & Brass Works, Dayton, O.
Burns & Bassick Co., Bridgeport, Conn.
Chicago Screw Co., Chicago.
Crum-Wiley Mfg. Co., Decatur, Ill., "Ideal," "Perfection."
Detroit Lubricator Co., Detroit.
Edelmann & Co., E., Chicago, Ill.
Essex Brass Co., G. B., Detroit.
Fidelity Brass Mfg. Co., Chicago.
General Pressed Metals Co., Phila.
Gits Brothers Mfg. Co., Chicago, Ill.
Greer, Fredric, Chicago.
Hawthorne Mfg. Co., Bridgeport, Ct.
Henry Mfg. & Grease Cup Co., Terre Haute, Ind.
Ideal Brass Co., Indianapolis, Ind.
IMPERIAL BRASS MFG. CO., 534 So. Racine Ave., Chicago, Ill.
Jarecki Mfg. Co., Erie, Pa.
Lavigne Mfg. Co., Detroit.
Lee Co., W. O., Port Huron, Mich.
Lindholm Metal Stamping Co., Camden, N. J., "Madeira," "Reno," "Camden," "Lindholm," "Valle," "McKee," "Joseph."
Lonergan Co., J. E., Phila., "Momus," "Liberty," "Unique," "Apex."
Long Bros., Kokomo, Ind., "Arrow."
Lunkenheimer Co., Cincinnati, O. "Grip," "Lock," "Owl," "Reliance," "Mite," "Checklock."
McNab & Harlin Mfg. Co., New York.
Mechanical & Electrical Mfg. Co. Chicago, Ill.
Merchant & Evans Co., Philadelphia, Pa., "M. & E."
Michigan Lubricator Co., Detroit.
Milwaukee Valve Co., Milwaukee.
Mitchell & Smith, Inc., Boston.
Mitchell & Son, G. F., Cleveland.
National Brass Mfg. Co., Rochester N. Y.
National Gauge & Equipment Co., La Crosse, Wis.
National Oil & Supply Co., Newark, N. J., "Viscos."
National Motor Supply Co., Painesville, O.
Ohio Injector Co., Wadsworth, O.
Penberthy Injector Co., Detroit.
Powell Co., The Wm., Cincinnati "Signal," "Puritan," "Vakuum," "Colonial," "Viking," "Pilgrim," "Nestor," "Corsair," "Trident," "Mecca," "Mascot," "Mogul," "Mikado," "Renown," "Mac," "Colonial," "Consort," "Tiny" ("Heather-Thistle" for Spring Shackle Bolt Grease Cups) "Bruno," "Famous," "Sterling," "Progress," "Popular," "Coin."
Presbrey Co., Inc., The E. H., N. Y.
Queen City Brass & Iron Wks., Cincinnati, O.
Rich Mfg. Co., Somerville, Mass.
Sherman Mfg. Co., H. B., Battle Creek, Mich.
Shurnuff Mfg. Co., St. Louis, Mo. (Grease Retainers).
Star Brass Works, Kansas City, Mo.
Tisch Auto Supply Co., Grand Rapids, "Universal" (Extension Oiler for Timer).
Wahlstrom Tool Co., Brooklyn, N. Y.
Universal Lubricator Co., Phila., Pa.
Wahlstrom Tool Co., Brooklyn, N. Y.
Whitehouse, Le Compte Mfg. Co., Newark, N. J.
Williams Valve Co., D. T., Cincinnati.
Wilkinson Co., W. H., W. Medway Mass.
Winkley Co., Detroit, Mich.
Zerk Mfg. Co., Cleveland, O.

LUBRICATORS, Pressure Feed

American Lubricator Co., Detroit.
Curts Co., F. E., Chicago, Ill.
Essex Brass Co., G. B., Detroit.
Krahn Mfg. Co., Milwaukee, Wis.
Lunkenheimer Co., Cincinnati, O.
Powell Co., Wm., Cincinnati, O.
Wilkinson Co., Wm. H., West Medway, Mass.

LUBRICATORS, Spring Leaf.

Auto Parts Co., Providence, R. I., "Apco."
Avery Co., P. L., Milwaukee, Wis., "Rideover."
Babbitt Spring Oiler Co., Cleveland.
Bailey Co., W. J., Newark, N. J.
Brown Spring-Oiler Co., Cleveland ("Brown oil box").
Cornelius Auto Spec. Co., Toledo, O., "Perfection."
Dann Products Co., Cleveland.
Erickson & Son, P. E., Portchester, N. Y.
Gemco Mfg. Co., Milwaukee, Wis. "Gemco."
Grus Leaf Spring Oiler Co. Chicago.
Halladay Co., L. P., Streator, Ill.
Hudson Sales Co., Chicago, "G. L. W."
Jeavons Co., A. N., Cleveland, O.
Lazarus Mfg. Co., Cleveland, O., "Lazco."
Leader Tire Shop, Cleveland, O.
Leather Tire Goods Co., Niagara Falls, N. Y.
Major Mfg. Co., New York.
Manzel Co., Charles W., Buffalo, N. Y., "Tomahawk."
National Motor Supply Co., Cleveland.
Rea & Co., W. B., New York.
S. & S. Mfg. & Sales Co., Cleveland, O., "Jeavons."
Spiller Co., H. A., Boston, "Springease."
Spring Leaf Lubricator Co., Ann Arbor, Mich., "Knowlson's."
Triple Action Spring Co., Chicago, "Randall."
Wadhams Oil Co., Milwaukee, Wis., "Ride Over Spring."

LUGGAGE CARRIERS—See Racks, Trunk.

LUGS, Tire.

Clark Novelty Co., Rochester, N. Y.
Grossman Mfg. Co., E., Brooklyn, N. Y.
Mattson Rubber Co., Lodi, Bergen County, N. J.
Sterling Machine & Stamping Co., Wellington, O.

LUNCH BASKETS—See Kits, Lunch.

MACHINE PRODUCTS, Screw—See Screw Machine Products.

Magneto. See following heads:
Magneto Covers. See Covers.
Magneto Parts.

MAGNETO PARTS,

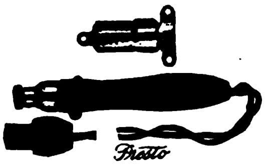
Alemite Metals Co., Chicago.
American Hard Rubber Co., New York (Hard Rubber).
Brown & Caine, Inc., Chicago, Ill.
Central Metallic Products Co., New York City.
Chicago Rawhide Co., Chicago.
Climax Motor Device Co., Cleveland.
Dexter Co., I. A., New York.
Duranoid Mfg. Co., Newark, N. J., "Condensite."
Goodrich Co., B. F., Akron, O. (Hard Rubber).
Guarantee Magneto Part Corp., New York.
H. & L. Mfg. Co., New York.
L. K. Auto Ignition Co., New York.
La Fer Inst. Co., Cleveland.
Magneto Parts Co., New York.
Nelson Mfg. Co., A., Chicago.
Niehoff & Co. Paul G., Chicago.
New York Magneto Repair Co., Mt. Vernon, N. Y.
Rootor Bros., Chicago.
Screw Mch. Product Co., Providence.
Smith Serrell Co., Inc., New York.
Swiss Magneto Co., Monroe, Mich.
Vulcanized Rubber Co., New York.
Wendenhoff, Jos., Chicago.
Western Brass Mfg. Co., Chicago.

MAGNETOS

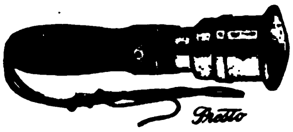
Adams & Westlake Co., Chicago, "Adlake."
Apple Electric Co., Newark, N. J., "Aplco."
Atwater Kent Mfg. Wks., Philadelphia.
Bosch Magneto Co., New York.
Briggs Magneto Co., Elkhart, Ind., "Maglite."
Briggs & Stratton, Milwaukee.
Carlisle & Finch Co., Cincinnati.
Carleton Co., Boston, Mass.
Champion Ignition Co., Flint, Mich.
Dayton Elec. Mfg. Co., Dayton, O., "Apple," "Climax."
Dow Mfg. Co., Braintree, Mass., "Komet."
Economy Mfg. Co., Pittsburg, Pa., "Perfection."

Presto Specialties

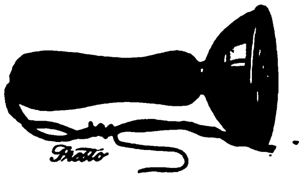
No. 252—Combination Cigar Lighter, Holder and Cord Winder, $5.00. (Four other styles.)



No. 199—Pipe and Cigar Lighter, $1.50. Same with Cord Winder, $4.00.



No. 291—Combination Searchlight. Trouble Lamp.



No. 286—Inspection Trouble Lamp. (Three other styles.)

No. 417—2 Dash Board Light Switches, for Ford and all other Lighting Outfits. Single or two, three or four gang.

DEALERS!!

Your PROFITS will be BIG on the PRESTO Line. Over *100* actual necessities which help to make motoring a REAL JOY. *The Presto Line* of Dash Lamps includes 22 different styles to suit all classes of cars and conditions.

PRESTO Cigar, Pipe and Cigarette Lighters, Inspection, Trouble & Hand Lamps, Cowl, Dash and Step Lights are standard the automobile world over. PRESTO Switches, Adapters, Plugs and Lamp Sockets, comprise another famous line.

PRESTO Allweather Protector for Fords, an invaluable winter-summer accessory. In summer keeps out extreme engine heat and insures a cool, comfortable front compartment; in cold weather prevents chilly drafts from entering through the lever and pedal slots in the footboards.

PRESTO accessories are obtainable at most good dealers.

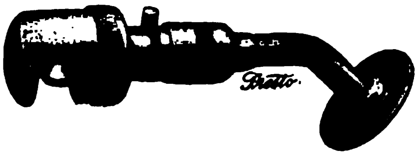
Jobbers: Send for electros of new PRESTO Specialties for your catalog.

Dealers: Write for new Catalogue and Discount Sheet.

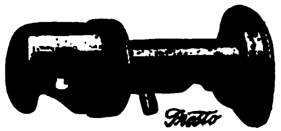
Metal Specialties Manufacturing Co.

338-352 No. Kedzie Ave., Chicago

Eastern Branch: 16-24 West 61st Street, New York City
Western Branch: 149 New Montgomery Street, San Francisco

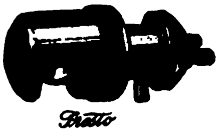


No. 612-S—Crook Neck Dash Lamp with switch (6 styles).

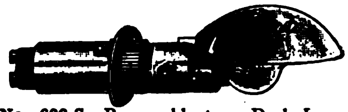


No. 637-S—Dash Lamp for Fords and all other cars with switch (15 styles).

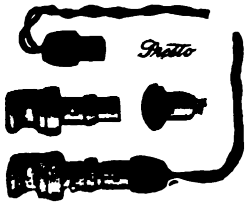
No. 647-S—"Bull Pup" Dash Lamp.



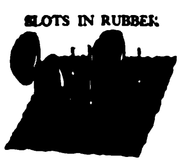
No. 655-S—Bull Terrier for Ford Cars with new metal dash and speedometers.



No. 622-S—Removable type Dash Lamp with Bowl Shaped Reflector.



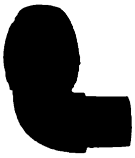
No. 230-S—Combination Dash and Trouble Lamp with Lever Switch. (Made in six styles.)



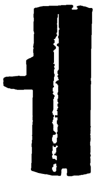
All-weather Protector for Ford Cars.

No. 4-C—Converting Plug.

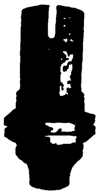
No. 4-P—Plug for Tail Lights.



No. 8—Plug for Ford Headlights.



No. 135—Double End Focusing Socket for Ford headlights.



No. 134—Socket for Converting Oil Lamps to Electric.

"Presto" line includes over 70 styles of connectors, plugs, lamp sockets, extensions, switches and converters.

- Eisemann Magneto Co., Brooklyn, N. Y.
- Elbridge Electrical Mfg. Co., Elbridge, N. Y.
- Elec. Auto-Lite Co., Toledo, O.
- Elkhart Mfg. Co., Monroe, Mich.
- Ericsson Mfg. Co., Buffalo, N. Y., "Big Little" (Berling Magneto). neto).
- Fisher Elec'l Wks., Detroit.
- Fisher Mfg. Co., South Bend, Ind.
- General Elec. Co., Schenectady, N. Y.
- Gray & Davis, Boston.
- Grant-Lees Gear Co., Cleveland.
- Heinze Electric Co., Lowell, Mass.
- Henricks Magneto & Electric Co., Indianapolis, "Comet," "Eureka Lite."
- Hercules Elec. Co., Indianapolis, "Wizard."
- Hertz Electric Co., Tiffin, O.
- Herz & Co., New York (Importers).
- Holtzer-Cabot Electric Co. (Brookline), Boston, Mass.
- Hull Electric Co., R. C., Cleveland, O., "Kempco."
- J. & B. Mfg. Co., Pittsfield, Mass.
- Kendrick & Davis Co., Lebanon, N. H.
- K. W. Ignition Co., Cleveland, O.
- Knox-Dickey Tel. Mfg Co., Portsmouth, O.
- Kokomo Electric Co., Kokomo, Ind., "Kingston."
- Marburg Bros., New York, N. Y. (Importers), "Mea."
- **MANHATTAN ELECTRICAL SUPPLY CO., 17 Park pl., New York.**
- McCarthy Bros. & Ford, Buffalo, N. Y., "Volta."
- Mavity-Sleeper Co., Fowler, Ind.
- Meissner Mfg. Co., Albia, Iowa.
- Menominee Electric Mfg. Co., Menominee, Mich.
- Motsinger Device Co., Lafayette, Ind., "Auto-Sparker," " D. C."
- New Light Mfg. Co., Newton, Iowa (Ford).
- National Coil Co., Lansing, Mich.
- Pfanstiehl Co., No. Chicago, Ill.
- Remy Electric Co., Anderson, Ind.
- Beppell Elec. Co., Kansas City.
- Samson Elec. Co., Canton, Mass., "Perfex."
- Simms Magneto Co., E. Orange, N. J.
- Simplex Magneto Co., N. Y.
- Splitdorf Electrical Co., Newark, N. J., "20th Century Dixie."
- Sterling Elec. Co., Lafayette, Ind.
- Sumter Electrical Wks. of Splitdorf Electrical Co., Newark, N. J.
- Swiss Magneto Co., Monroe, Mich.
- Tritt Electric Co., Union City, Ind., "Peerless," "Vim."
- United Mfrs. Asso. Jackson, Mich.
- Verlux Co., Alliance, O.
- Vesta Accumulator Co., Chicago,. Ill.
- **WAGNER ELEC. MFG. CO., St. Louis, Mo.**
- Wells Mfg. Co., R. C., Fond du Lac, Wis.

MANDNELS, Expanding.

- Le Count, Wm. G., South Norwalk, Conn.
- McCrosky Reamer Co., Meadville, Pa.
- Morse Twist Drill & Mach. Co., New Bedford, Mass.
- Nicholson & Co., W. H., Wilkes-Barre, Pa.
- Western Tool & Mfg. Co., Springfield, O., "Champion."

MANIFOLD PLUGS—See Primers.

MANIFOLDS, Intake and Exhaust.

- A-Z Co., New York, N. Y.
- American Tube Bending Co., New Haven, Conn.
- Badger & Sons, E. B., Boston, Mass.
- Detroit Tube Products Co., Detroit.
- Economy Manifold Co., Syracuse, N. Y., "Briskham."
- Gillette Motors Co., Mishawaka, Ind.
- **IMPERIAL BRASS MFG. CO., 534 So. Racine Ave., Chicago, Ill., "Wixon."**
- Jacobs Co., F. L., Detroit (Steel).
- Mfgs. Foundry Co., Waterbury, Ct.
- Miller Metalwork Co., Jersey City, N. J. Brass, Copper & Steel Tube).
- National Pipe Bending Co., New Haven, Conn.
- National Welding & Mfg. Co., Buffalo, N. Y.
- North Tonawanda Musical Instrument Co., North Tonawanda, N. Y.
- Ohio Blower Co., Cleveland, O.
- Sanford Mfg. Co., F. C., Bridgeport Conn.
- Standard Metalwork Co., Thompsonville, Conn.
- Whittier Co., Chicago, "Wilmo."
- Worcester Pressed Steel Co., Worcester, Mass.

MAPS, Road—See also Guides Mechanical.

- Automobile Blue Book Pub. Co. Chicago, Ill.
- Clason Map Co., Denver, Colo.
- Mendenhall, C. S., Cincinnati, O
- Rhodes Co., J. B., Kalamazoo, Mich
- Scarborough Co., Indianapolis.

MATS, See following heads:

- Mats, Cocoa.
- Mats, Grass.
- Mats, Linoleum.
- Mats, Metal, for Running Board.
- Mats, Pedal—See Grips, Pedal.
- Mats, Rubber—See Rubber, Soft.
- Mats, Wire (for Running Board).

MATS, Cocoa.

- Alexander, J., New York.
- Am. Cocoa Matting Co., Brooklyn, N. Y.
- Darragh & Small, New York.
- East India Mfg. Co., Balto., Md.
- Heywood Bros. & Wakefield Co., Boston, "Slide-On."
- Kempf & Bro., Geo. F., Phila., Pa.
- McCabe & Bro., B., New York.
- Mosler & Co., A. R., Mt. Vernon, N. Y., "Stepmat."
- Pastre's Auto Garage, Brooklyn, N. Y. (Ruffia Gross).
- Rancocas Mills, Trenton, N. J.
- Wild & Co., Jos., New York.
- Wilson & Co., F. Cortez, Chicago, Ill. (Fibre.)

MATS, Grass.

- Pastre's Auto Garage, Brooklyn, N.Y.

MATS, Linoleum, Brass Bound.

- Spiro Mfg. Co., C., New York.

MATS, Metal.

- Pratt Mfg. Co., Wm. E., Chicago.

MATS, Rubber.

- Auto Parts Co., Providence, R. I.
- Consumers Rubber Co., Cleveland, O.
- Dunton Co., M. W., Providence, R. I.
- **FEDERAL RUBBER CO., of Illinois, Cudahy, Wis.**
- Mattson Rubber Co., Lodi. Bergen Co., N. J.
- Mayo & Co., F. A., Boston, Mass.
- Mechanical Rubber Co., Cleveland, O.
- N. Y. Belting & Packing Co., N. Y.
- Quabaug ubber Co., No. Brookfield, Mass.
- Victor Rubber Co., Springfield, O.

MATS, Wire.

- Sanitary Wire Door Mat Co., Chicago.
- Schwab, Wm. J., Providence, R. I.

MATTING—See following heads:

- Matting, Aluminum.
- Matting, Cocoa.

MATTING, Aluminum.

- **ALUMINUM CO. OF AM., Pittsburgh.**
- Metallic Auto Matting Co., Rochester, N. Y., "Pyrma."

MATTING, Cocoa.

METAL COATINGS, to protect from Rust, Oxidization etc.—See Coatings, Metal.

- Wilde & Co., J., New York.

METALS, Bearing—Anti-Friction.

- American Metal Co., Pittsburgh, Pa., "Amco" (Frictionless Grease).
- Empire Metal Co., Syracuse, N. Y.
- Fahrig Metal Co., New York.
- Federal Brass Wks., Detroit.
- Gilbert & Sons Brass Fdry. Co., A., St. Louis, Mo.
- General Bronze Fdry. Co., Cleveland, O., "Werne Alloys."
- Merchant & Evans Co., Philadelphia.
- North American Smelting Co., Philadelphia, Pa., "Vulcan."
- Peerless Babbitt Metal Co., Philadelphia, Pa.
- Riverside Metal Co., Riverside, N. J.
- Stewart Mfg. Co., J. K., Chicago, Ill.
- Western Smelting & Refining Co., Chicago.

METERS—See following heads:

- Meters, Acid Testing.
- Meters, Battery.
- Meters, Coasting, Recording Mileage Coasted.
- Meters, Compression—See Gauges, Cylinder.
- Meters, Cylinder Compression.
- Meters, Direction Indicating.
- Meters, Distance Recording.
- Meters, Gasoline and Oil.
- Meters, Grade Indicating.
- Meters, Radiator Temperature—See Thermometers.
- Meters, Speed Indicating—See Speedometers.

METERS, Acid Testing — For testing strength of acid in storage batteries.

- Weinhagen, H., New York, "Gradometer.

METERS, BATTERY for Wet Batteries.

- **NORTHWESTERN CHEMICAL CO., Marietta O., "Pioneer."**

METERS, Coasting for Recording Mileage Coasted.

- Rich & Lindeman Mfg. Co., N. Y.

METERS, Cylinder Compression — For recording maximum pressure in each cylinder of motor.

- Zighometer Mfg. Co., Chicago, "Telometer."

METERS, Direction Indicating.

- Shawver Co., Springfield, O., "Directo-Meter."

METERS, Distance Recording.

- American Ever Ready Wks. of the National Carbon Co., Long Island City, N. Y.
- American Taximeter Co., New York. "Transimeter," "Dreadnough Hubodometer," "Gold Medal," "Recordograf."
- Bell Odometer Works, Oakmont, Pa.
- Chandler & Farquhar Co., Boston, Mass., "Federal."
- Dien Importation Co., New York, N. Y. (Importers).
- Electric Speedometer Co., Washington, "Electrodometer."
- Hamilton Multometer Corp., Lancaster, Pa.
- Hoffecker Speed & Mile Register Co., Boston, Mass.
- Industrial Instrument Co., Foxboro, Mass.
- Johns-Manville Co., H. W., New York. "Jones."
- Ohmer Fare Register Co., Dayton, O. (Taximeters).
- Pittsburgh Taximeter Co., Pittsburgh, "Richert."
- Schaeffer & Budenberg Mfg. Co., Brooklyn, N. Y.
- Sears Cross Co., Detroit, Mich. (Comb. Trip Record)
- Star Speedometer Co., Danville, Pa.
- **STEWART - WARNER SPEEDOMETER CORP., Chicago, Ill.**
- Stover-Lang Co., Boston (Comb. Speedometer).
- Veeder Mfg. Co., Hartford, Conn. ("Hub Odometer").

METERS, Gasoline & Oil.

- Bowser & Co., S. F., Fort Wayne, Ind.
- Hydraulic Oil Storage & Engng. Co., New York.
- Neptune Meter Co., New York, "Trident."

METERS, Grade Indicating.

- Adams Co., Dubuque, Ia., "Gradometer."
- American Thermo Ware Co., New York, "Autocrat."
- Grossman, Emil, Co., Broklyn, N. Y., "Eclipse."
- Schaeffer & Budenberg Mfg. Co., Brooklyn, N. Y.
- **STEWART - WARNER SPEEDOMETER CORP., Chicago, Ill.**

MICA, Special Shapes.

- American Mica Co., Newton Lower Falls, Mass., "Micabeston."
- Asheville Mica Co., Asheville, N. C.
- Burleson Mica Co., Spruce Pine, N. C.
- Chicago Mica Co., Valparaiso, Ind., "Micabond."
- Mica Insulator Co., New York, N. Y., "Micanite."
- Mica Mfg. Co., New York, N. Y.
- Johns-Manville Co., H. W., New York.
- Astrowsky Bros., N. Y. City.
- Munsell & Co., Eugene, New York.
- New York Mica & Mfg. Co., Auburn, N. Y.
- Republic Mica Co., N. Y. City.
- Schoonmaker, A. O., New York.
- Vance, D. T., Plumtree, N. C.
- Watson Bros., Boston, Mass.

MICA, Tire.

- Northwestern Chemical Co., Marietta, O., "Pioneer."
- N. Y. Mica & Mfg. Co., Auburn, N. Y., "Wright."
- Tingley & Co., Chas. O., Rahway N. J., "C. O. T."

MIRRORS—See following heads:

- Mirrors, Adjustable Dashboard.
- Mirrors, Water Gauge.

MIRRORS, Adjustable Dashboard.

- Alexander Mfg. Co., J., "Mirroscopes."
- American Thermo Ware Co., New York, N. Y., "Autocrat."
- Ansonia Mfg. Co., Ansonia, Ct.
- Auto Parts Co., Providence, R. I., "Apco."
- Crescent Mfg. Co., New York.
- Columbus Auto Brass Co., Columbus, Ohio.
- Cox Brass Mfg. Co., Albany, N. Y.
- Crescent Mfg. Co., New York.
- Grossman, Emil, Brooklyn, N. Y.
- Hammond Co., Passaic, "Tri Vision."
- Hoeft & Co., Chicago, "Hoco."
- Kales Stamping Co., Detroit, "Hind View."
- Lancaster Lens Co., Lancaster, Ohio.
- Macbeth-Evans Glass Co., Pittsburgh, Pa.
- Moswell Mfg. Co., N. Y.
- Motor Car Equip. Co., New York. "Argos."
- Novelty Mfg. Co., Waterbury, Conn., "Bellamy."
- Standard Spinning & Stamping Co., Toledo, O., "C-Well."
- Western Atlantic Engrg. Co., New York.
- Western Mechanical Works, Los Angeles, Cal.
- Whitehouse, Le Compte Mfg. Co., Newark, N. J.

MIXERS, Rubber Cement.

- Amer. Tool & Mach. Co., Boston.

MIXERS.

- Aero-Matik Gas Saver Co., Philadelphia, Pa.
- Am. Compensating Valve Co., Manitowoc, Wis.
- Atomizer Co., Canton, O.
- Atwood Brass Wks., Grand Rapids, Mich.
- Axtell, F. C., Los Angeles, Cal., "Humidaer."
- Balzer & Son, Andover, N. J., "Powac."
- Beitman & Co., I. B., Chicago.
- Bingham Mfg. Co., Cleveland, "G L."
- Boucher, H. E., Mfg. Co., New York, "Helix."
- Century Foundry Co., Syracuse, N. Y., "Savegas."
- Cherokee Motor Car Co., Bartlesville, Okla. (Electric).
- Crowe, F. G., Buffalo, N. Y.
- Deppe, W. P., New York, "Stanley."
- Economy Gas Vaporizer Co., Adrian, Mich.
- Fudge Bros. Mfg. Co., Marion, Ind., "G. O." (Warm Air).
- Gas & Regulator Co., Verona, Pa.
- Gas Saving & Back Fire Preventer Co., New York.
- Halliwell Co., Los Angeles, Cal. (Hawxhurst Auxiliary Carburetor.)
- Herz Co., New York, "Phoenix."
- Home Co. of Am., Phila., Pa. (Comb. Heater).
- Hill-Stage Co., Anderson, Ind. "Speed-Em-Pp."
- International Hoist Co., Antigo, Wis., "Morgan."
- Loose Mixing Chamber Co., R. D., Springfield, Ill., "Egyptian," "R. D. L."
- Lydon Mfg. Co., Chicago, "Speedler" (Air).
- Michener, E. S., New Castle, Pa. (Air).
- Motor Car Equipment Repairs Co., Los Angeles, "Simplex."
- National Mfg. Co., Kalamazoo, Mich. (Comb. Mixer, Primer and Self Starter).
- Patterson, Inc., F. W., Chicago, "Kero-Mix."
- Parsons Mfg. Co., Toledo, O. (Warm Air).
- Peck, B. C., San Francisco, Cal. (Air).
- Royal Silent Motor Co., Los Angeles, Cal.
- S. P. Vaporizer Co., Inc., New York.
- Sager Co., J. H., Rochester, N. Y. (Electric).
- Summers Motor Devices Co., Kansas City, Mo., "Carbon-Eater."
- U. S. Motors Equip. Co., Chicago, "Tate" (Electric).
- Wiard Automatic Air Valve Co., Ypsilanti, Mich., "Speedler."
- Wilson Vaporizer Co., Roslyn, Pa.
- Stewart Mch. Wks., A. C., Los Angeles (Air).
- Saunders Co., L. R., Los Angeles (Air).

MIXING VALVES—See Valves.

MOLDS, Soft Hammer.

- Horst, J., Lafayette, Ind.

MONOGRAMS, Cut Brass.

- American Name Plate Co., Boston.
- Chandler Co., Springfield, Mass.
- Chicago Art Metal Works, Chicago.
- Colgan Co., J. W., Boston, Mass.
- Creutz Plating Co., Cincinnati, Ohio.
- Dunn Co., Thos. J., New York.
- Fine Co., Horace E., Trenton, N. J.
- Goodwin & Kirtz, Winsted, Conn.
- Grammes & Son, L. F., Allentown, Pa.
- Hancock Mfg. Co., Charlotte, Mich.
- Hanson, C. H., Chicago, Ill.
- Helmer, F. F., Lockport, N. Y.
- Hickok Mfg. Co., Rochester, N. Y.
- **IMPERIAL BRASS MFG. CO., 534 So. Racine Ave., Chicago, Ill.**
- Matthews & Co., J. H., Pittsburgh.
- Motor Car Supply Co., Chicago, Ill.
- Mulhaupt, F. Jos., Lafayette, Ind.
- Murdock, Jr., Co., James, Cincinnati, O.
- Salmon & Co., J. A., Boston, Mass.
- Schridde, Wm., Chicago, Ill.
- Schwerdtle Stamp Co., Bridgeport, Conn.
- Stafford Co., N., New York, N. Y.
- Teel Mfg. Co., Medford, Mass.
- Walter & Sons, N. C., New York.
- Whiteford & Co., Jos. G., Chicago.

MOTOR—See following heads:

- Motor Heaters—See Heaters, Radiator and Motor.
- Motor Starters—See Starters.

MOTORS—See following heads:

- Motors, Electric.
- Motors, Gasoline.
- Motors, Steam.

MOTORS, Electric.

- Diehl Mfg. Co., Elizabethport, N. J.
- General Elec. Co., Schenectady, N. Y.
- Lincoln Electric Co., Cleveland, O.
- Roth Bros. & Co., Chicago, Ill.
- **WAGNER ELEC. MANUFACTURING CO., St. Louis, Mo.**
- Westinghouse Elec. & Mfg. Co., Pittsburg, Pa.

MOTORS, Gasolene.

- Able Engine Co., Inc., New York.
- Akron Mach. Co., Akron, O.
- Albany Automobile Co., Albany, Ind. (Buggy).
- Alexander & Cox Co., Chicago, Ill.
- Amalgamated Mch. Corp., Chicago.
- American Semi Turbine Motor Co., St. Louis, Mo. (Five Cycle).
- American & British Mfg. Co., Bridgeport, Conn.
- Anderson Engine Co., Shelbyville, Ill. (Marine).
- Anderson Motor Co., Anderson, Ind.
- Anthony Motor & Mfg. Co., Colorado Springs, Colo.
- Automatic Motor & Eng'g Co., Chicago, "Church."
- Automobile Spec. Co., Anderson, Ind., "Stanley."
- Automatic Mach., Co., Bridgeport, Ct.
- Bayne, John Wheeling, W. Va.
- Beaver Mfg. Co., Milwaukee, Wis.
- Bickwell Mfg. Co., St. Janesville, Wis.
- Black Rock Mach. Co., Bridgeport, Ct.
- Brennan Mfg. Co., Syracuse, N. Y.
- Buda Co., Harvey, Ill.
- Buffalo Gas Motor Co., Buffalo.
- C. S. C. Engine Co., New York.
- Champion Motors Co., Inc., Cleveland.
- Cameron Mfg. Co., New Haven, Conn.
- Century Elec. Co., St. Louis, Mo.
- Champaign Bros., Ithaca, N. Y.
- Charter Single Sleeve Motor Co., Chicago, Ill.
- Chester Engr. & Mach. Co., Chester, Pa., "Penn."
- Christensen Engr. Co., Milwaukee, Wis
- Christopher Bros., Chicago,
- Clark Engine & Boiler Co., Kalamazoo, Mich.
- Clark Motor Co., E. C., Jackson, Mich.
- Clemick-Hirsch Co., Milwaukee, Wis.
- Climax Elec. Works, New Salem, Mass.
- Coffee & Son, R. W., Richmond, Va., "Binata."
- Connecticut Dynamo & Motor Co., Irvington, N. J.
- Consolidated Carpet Sweeper Co., Bridgeport, Conn.
- Continental Engrg. Co., Chicago, Ill.
- Continental Motor Mfg. Co., Detroit.
- Cushman Motor Wks., Lincoln, Neb.
- Davis Mfg. Co., Milwaukee, Wis.
- Deschler, Aug., Chillicothe, O.
- De Lamble Motors Co., Anderson, Ind., "Carrico."
- Dougherty Elec. Co., St. Louis, Mo.
- Duesenberg Motor Co., Chicago, Ill.
- Eagle Co., Torrington, Conn. (Marine).
- Eastern Machine Screw Corp., New Haven, Ct., "Hogan."
- Elliott Motor Engine Co., Waltham, Mass.
- Emerson & Brandingham, Rockford, Ill.
- Enterprise Mch. Co., Minneapolis, Minn.
- Fairbury Motor Car Works, Fairbury, Ill.
- Falls Mach. Co., Sheboygan Falls, Wis.
- Fast Machine & Tool Works, Milwaukee, Wis.
- Federal Motor Co., Indianapolis.
- Ferro Mch. & Fdy. Co., Cleveland.
- Field-Brundage Co., Jackson, Mich.
- Fischer & Kuehner Engine Co., Providence, R. I., "Providence."
- Ft. Wayne Auto Motor Co., Ft. Wayne, Ind.
- Foos Gas Engine Co. Springfield, O.
- Foster, Charles W., New Haven, Conn., "Evolution."
- Franklin Mach. Co., Brooklyn, N. Y.
- Fulmer, C. M., Plainfield, N. J.
- Gade Bros., Iowa Falls, Ia.
- Giant Motor Co., Newark, N. J.
- Gilson Mfg. Co., Port Washington, Wis.
- Golden, Belknap & Swartz Co., Detroit, Mich., "G. B. & G."
- Goshen Motor Works, Goshen, Ind.
- Graves Motor Mfg. Co., St. Paul.
- Gray Motor Co., Detroit, Mich.
- Great Western Co., Peru, Indiana.
- Greenwald Co., I. & B., Cincinnati.

Haas Mfg. Co., St. Paul, Minn.
Hale Motor & Machine Co., Detroit.
Hazard Motor Mfg. Co., Rochester, N. Y.
Heald Machine Co., Greendale, Mass.
Hercules Eng. Co., Evansville, Ind.
Hercules Motor Mfg. Co., Canton, O.
Hermann Engrg. Co., Detroit, Mich.
Herschell-Spillman Co., North Tonawanda, N. Y.
Hildreth Mfg. Co., Lansing, Mich.
Holbrook-Armstrong Iron Co., Racine, Wis.
Hydraulic Engineering Wks., Chicago, "Roxey."
International Hoist Co., Antigo.
Iowa Founders & Mfg. Co., Ft. Dodge, Ia.
Jamesville Mfg. Co., Jamesville, N Y.
Jencick Motor Mfg. Co., Portchester, N. Y.
Jewel Electric Co., Chicago, Ill. (Row boat motor) "Jewel."
Johnson Service Co., Milwaukee.
Jones Co., S. M., Toledo, O., "Relaco."
Kahlenberg Bros., Two Rivers, Wis.
Keystone Motor Mfg. Co., East Greenville, Pa., "Yokum."
Koban Mfg. Co., Milwaukee, Wis. (for row-boats).
Kirkham Motor Mfg. Co., Bath, N. Y.
Lamson Machine Co., Abington, Mass
Lauth-Juergens Motor Car Co., Fremont, O.
Lee Mfg. Co., Port Huron, Mich.
Le Roi Co., Milwaukee, Wis
Lewis Motor Corp., Detroit.
Light Inspection Car Co., Hagerstown, Md., "Tester."
Light Mfg. & Fdry. Co., Pottstown, Pa.
Linthwaite-Hussey Motor Co., Los Angeles, Cal.
Lombardi Motor Co., Derby, Conn.
Luverne Automobile Mfg. Co., Luverne, Minn.
Lycoming Fdy. & Mach. Co., Williamsport, Pa.
Lyons-Atlas Co., Indianapolis.
Manufacturers Engine Co., Kansas City, Mo., "Meco."
Marine Power Co., Milwaukee, Wis.
Mason Motor Co., Flint, Mich.
Maximotor Co., Detroit.
McIntyre Mfg. Co., Columbus, O.
Mead Engine Co., Dayton, O.
Mianus Motor Wks., Stamford, Ct.
Michigan Automobile Co., Kalamazoo.
Michelson Motor Co., Milwaukee.
Miller Bros., Chicago, Ill.
Milwaukee Auto Engine & Supply Co., Milwaukee, Wis.
Milwaukee Motor Co., Milwaukee.
Monarch Motor Mfg. Co., Chicago.
Mosnick Mfg. Co., Detroit.
Murray, W. B., Chicago, Ill.
National Eng. Co., Waterloo, Ia.
N. Y. Motor Wks., Avondale, N. J.
Northway Motor & Mfg. Co., Detroit.
O. A. R. Motor Co., Plainfield, N. J.
Oakbrook Motor Mfg. Co., Inc., Reading, Pa.
Oswald Motor Co., Goshen, Ind.
Otto Gas Engine Wks., Phila., Pa.
Oulton Motor & Mfg. Co., Boston.
Pacific Iron Wks., Bridgeport, Conn.
Pacific Mechanical Co., Los Angeles.
Palmer Bros. Co., Cos Cob, Conn. (for cyclecars).
Palmer-Moore Co., Syracuse, N. Y.
Piggins Bros., Racine, Wis.
Pittsburgh Model Gas Engine Co., Pittsburgh, Pa.
Port Huron Construction Co., Port Huron, Mich.
Providence Engr. Works, Providence.
Racine Gas Engine Co., Racine, Wis.
Raritz Motor Wks., Bridgeport, Ct.
Reeves Pulley Co., Columbus, Ind.
Regal Gasoline Engine Co., Coldwater, Mich.
Roberts Motor Co., Sandusky, O.
Rochester Motors Co., Inc., Rochester, N. Y., "Monarch."
Rockford Mch. Tool Co., Rockford.
Ross & Young Mach. Co., Detroit.
Rottweiler Engine Co., G., Chicago.
Royal Engine Co., Bridgeport, Conn.
Rumely & Co., M., La Porte, Ind.
Rutenber Motor Co., Marion, Ind.
S. R. Mfg. Co., Schenectady, N. Y., "Mohawk."
Savage Mfg. Co., Chicago.
Schaub & Son Machine Co., Cincinnati, O.
Schlosser Mfg. Co., New York, N. Y.
Scott-Harris Engine & Transmission Co., Indianapolis, Ind.
Seitz Co., F. A., Newark, N. J
Shaffer Motor Mfg. Co., Alexander, Va., Dunham."
Shaw Motor Co., Chicago.
Sommer Motor Co., Aurora, Ill.
South Norwalk Eng'g Co., S. Norwalk, Ct.
Sparks Machine Co., C. F., Alton, Ill.
Spake Machine & Tool Co., Indianapolis, Ind.
Speers & Riddle Co., Glendale, W. Va.
Sphinx Motor Co., New York.
Stevens Co., R. D., San Bernardino, Cal.
Storle Engine Co., Kewaunee, Wis.
Subber, M., Woodbine, N. J. (Marine).
Tismer, P. G., New York.
Toepfer's Sons, Frank, Milwaukee.
Trebert, H. & F., Rochester, N. Y.
Trebert Gas Engine Co., Rochester, N. Y.
Trojan Motor Co., Louisville, Ky.
Turbine Eng. Mfg. Co., Chicago.
Tuttle Motor Co., Canastota, N. Y.
Universal Mchy. Co., Milwaukee.
Universal Mfg. Co., Minneapolis, Minn.
Wall Mfg. Co., R. C., Phila., Pa.
Wambold Mfg. Co., Milwaukee.
Warren-Detroit Motor Wks., Detroit.
Warner Mfg. Co., Toledo, O.
Waterman Marine Motor Co., Detroit.
Waukesha Motor Co., Waukesha, Wis.
Waverley Motor Co., Jefferson, Wis.
Webster & Perks Tool Co., Springfield, O.
Weidley Motor Co., Indianapolis. Plainville, Conn., "O. & S."
Western Motor Co., Marion, Ind., "Rutenber."
Westinghouse Machine Co., Pittsburg.
Wheeler Eng. Wks., Bridgeport, Ct.
Whiteford & Co., Jos. G., Chicago.
Witte Iron Wks., Kansas City, Mo.
Wisconsin Mchy. & Mfg. Co., Milwaukee.
Wisconsin Motor Mfg. Co., West Allis, Wis.
Wolverine Eng'g Wks., Bridgeport, Ct.
Wollaston Foundry Co., Norfolk Downs, Quincy, Mass.
Woodward Motor Co., Chicago.
Yocom & Co., A. H., Reading, Pa "Speedwell."
Zacharias, E. H., Reading, Pa.

MOTORS, Steam.

Mason Regulator Co., Boston, Mass.
Ofeldt & Sons, F. W., Nyack, N. Y
Walker Mfg. Co., E. C., Louisville, Ky.

MOULDING, Brass—See Mountings, Car Body.

MOUNTINGS, Car Body.

Aetna Brass Mfg. Co., Cleveland.
Columbus Auto Brass Co., Columbus, Ohio.
Cowles & Co., C., New Haven, Ct.
Dahlstrom Metallic Door Co., Jamestown, N. Y. (Steel).
Douglas & Lomason Co., Detroit.
English & Mersick Co., New Haven.
Imperial Brass Mfg. Co., Chicago, Ill.
Jonah & George, Merrimac, Mass.
Manhattan Brass Co., New York.
Metal Spec. Co., Cincinnati, O.
Metal Stamping Co., L. I. City, N.Y.
Murphy Co., G. W. J., Merrimac, Mass.
Murdock, Jr., Co., James, Cincinnati.
Novelty Mfg. Co., Waterbury, Conn.
O'Brien Mfg. Co., J. F., New York.
Oelkers Mfg. Co., Newark, N. J.
Smith & Co., Jos. N., Detroit.
Taylor Co., H. D., Buffalo, N. Y.
White Mfg. Co., Bridgeport, Conn.
WHITEHOUSE, LE COMPTE MFG. CO., Newark, N. J.
Wiener-Barnet Co., Newark, N. J.
Woodruff & Son Co., W. W., Mt. Carmel, Conn.

MUDGUARDS—See Fenders.

MUD HOOKS-See Hooks.

MUFFLER CUT-OUTS—See Cut-Outs.

MUFFLERS, Exhaust.

A-Z Co., New York, N. Y.
Auto Metal Co., Springfield, Mass.
Barco Brass & Job Co., Chicago, Ill.
Bates & Co., F. B., Northfield, Minn.
Briscoe Mfg. Co., Detroit, Mich.
Buffalo Metal Products Mfg. Co., Buffalo, N. Y., "Multijector Silencer."
Champion Mfg. Co., Newark, N. J.
Clay & Co., E. H., Chagrin Falls, Ohio.
Cook Muffler Co., Chicago, Ill.
Fulton Co., Milwaukee, "Aermore."
Gemco Mfg. Co., Milwaukee, Wis.
Geuder, Paeschke & Frey Co., Milwaukee, Wis. "G. P. & F."
Gray-Hawley Mfg. Co., Detroit.
Grubb, Chas. Edmund, Altoona, Pa
Hayes Mfg. Co., Detroit, Mich.
Hunt & Dorman, Cleveland, O.
Janney-Steinmetz & Co., Philadelphia, Pa.
Kellogg Mfg. Co., Rochester, N. Y.
KELLS MFG. CO., W. J., 521 W. 45th st., N. Y. City.
Kinsey Mfg. Co., Toledo, O., "Kinwood."
Long Bros., Kokomo, Ind.
Lawson Co., F. H., Cincinnati, O., "Yale," "Lawco."
Lewis, E. D., Elmira, N. Y.
Livingston Radiator Co., New York
Marine Power Co., Milwaukee, Wis.
Maxim Silencer Co., Hartford, Conn.
Mitchell & Son, G. F., Cleveland.
Moline Muffler Mfg. Co., Moline, Ill., "Universal."
Motor & Mfg. Works, Ithaca, N. Y., "Ejector."
Murray, W. B., Chicago, Ill.
Penn Radiator Co., Philadelphia, Pa.
Powell Muffler & Timer Co., Utica, N. Y.
Sanford Mfg. Co., F. C., Bridgeport, Conn.
Smith & Co., D. B., Utica, N. Y., "Yankee."
Steiner Mfg. Co., Newark, N. J.
Troike Muffler & Mfg. Co., Lorain, O.
Turbine Muffler Co., Chicago.
Utopia Mfg. Co., Middletown, Conn.
Weeber Mfg. Works, C. F., Albany, N. Y.
Westerfield Motor Co., Anderson, Ind.
Western Brass Mfg. Works, Chicago.
Western Motor Co., Logansport, Ind.
Wisconsin Automobile Radiator Co., No. Milwaukee, Wis.
Xargil Mfg. Co., Utica, N. Y.
Yankee Co., Utica, N. Y., "Ritesize."

NIPPERS—See Pliers and Nippers.

NIPPLES—See following heads:

Nipples, Spoke—See Spokes, Wire.
Nipples, Tire Pump.

NIPPLES, Tire Pump.

Codman & Shurtliff, Boston, Mass., "Ontite."
Gleason-Peters Air Pump Co., Brooklyn, N. Y.
Gorman Co., J. P., N. Y., "Anthony."
Ideal Brass Co., Indianapolis.
Judd & Leland Mfg. Co., Clifton Springs, N. Y., "Washburn."
Mayo Mfg. Co., Chicago.
Nelson Mfg. Co., A., Chicago, Ill.
Noera Mfg. Co., Waterbury, Conn.
Osborn & Stephenson Mfg. Co., Plainville, Conn., "O. & S."
Peet, R. J., Hamilton, N. Y.
Romort Valve Co., Seattle, Wash.
Schrader's Son, Inc., A., Brooklyn, N. Y.
Smith Bros., Melrose, Mass., "Evertight."
Stevens & Co., New York, "Keno," "Swivel K," "Perfection," "Boss," "Bulldog," "Acorn," "Eclair," "Ideal."
Sunderland Mfg. Co., Chicago, Ill.
Youse Co., E. S., Reading, Pa., "Perfect."

NON-SKID DEVICES — See Devices, Non-Skid.

NUMBERS and Letters, License.

Aluminum Goods Mfg. Co., Newark, N. J.
Asbury, H. B., Philadelphia, Pa.
Automobile License Indicator Co., Lewisburg, Tenn.
Baltimore Enamel & Novelty Co., Baltimore, Md.
Bliss Mfg. Co., E. W., Providence, R. I.
Burroughs Co., E. T., Portland, Me.
Cassaday-Fairbank Mfg. Co., Chicago, Ill.
Capp Sign Co., Ithaca, N. Y.
Coram, W. H., Baltimore, Md.
Greacen & Co., Walter, Newark, N. J.
Ingram-Richardson Mfg. Co., Beaver Falls, Pa.
McKinnon Dash Co., Buffalo, N. Y.
Morse & Son, C., Rochester, N. Y.
Motor Car Supply Co., Chicago, Ill.
Mulhaupt, F. Jos., Lafayette, Ind.
Murdock, Jr., Co., James, Cincinnati.
Noonan Tool & Mach. Works, Rome, N. Y.
Northern Machine Co., Philadelphia, Pa., "Schele."
Pacific Sign & Enameling Co., Los Angeles, Cal.
Robbins Mfg. Co., J., Boston, Mass.
Rosen & Co., A. W., New York, "Rosco."
Royal Enameling & Stamping Works, Desplaines, Ill.
Whiteford & Co., Jos. G., Chicago.
Williams Sign Co., C. L., Newark, N. J.

NUTS—See following heads:

Nuts, Case Hardened and Finished—See Screw Machine Products.
Nuts, Thumb and Wing—See Screw Machine Products.
Nuts and Washers, Lock.

NUTS and Washers, Lock.

Alexander Co., J., New York, "Jaco."
Am. Lock Nut Co., Chicago, "Absolute."
American Nut & Bolt Co., Pittsburgh, "Bartley."
Border Bolt & Nut Lock Co., Richmond, Ind.
Briscoe Mfg. Co., Detroit, Mich.
Chase Shawmut Co., Newburyport Mass.
Chicago Screw Co., Chicago.
Cincinnati Screw & Tap Co., Cincinnati, O.
Columbia Nut & Bolt Co., Bridgeport, Conn.
Draver Bros., Richmond, Ind.
Empire Automobile Equipment Co., Syracuse, N. Y., "Tite-wad."
Fluke, F. S., Chicago, Ill.
Funke, Herbert L., Co., Inc., New York (import "Fastnut").
Gemco Mfg. Co., Milwaukee, Wis., "Gemco."
Grabler Mfg. Co., Cleveland, O.
Grip Nut Co., Chicago, Ill.
Haskell Mfg. Co., Wm. H., Pawtucket, R. I.
Hobbs Mfg. Co., Worcester, Mass., "American."
Inadriga Mfg. Co., Chicago.
Lanz & Son, M., Pittsburg, Pa.
National Lock Washer Co., Newark, N. J.
Newbury Mfg. Co., Monroe, N. Y.
N. Y. Wire & Spring Co., N. Y. City.
Positive Lock Washer Co., Newark, N. J.
Reliance Mfg. Co., Massillon, O.
Schum Bros., New York, N. Y.
Standard Nut & Bolt Co., Valley Forge, R. I.
Stanley Works, New York, "Skeleton Safety."
Steel Spec. Co., Boston, "Worth."
Swenson Never Loosen Locknut Co., Ottumwa, Ia.
Torsion Nut Lock & Washer Co., Boston.
Universal Lock Washer Co., New York.
Verona Tool Wks., Verona, Pa.
Walker Bros. Co., Syracuse, "Victor."
Weisell Nut-Lock Co., Chicago.

ODOMETERS—See Meters, Distance Recording.

OIL—See following heads:

Oil Cabinets—See Cabinets.
Oil Gauges—See Gauges.
Oil Guns—See Guns.
Oil Pumps—See Lubricators.

OILHOLE COVERS—See Covers.

OILING DEVICES—See Lubricators.

OIL SPRING INSERTS—See Lubricators Spring Leaf.

OILS—See Lubricants.

OPENERS,

Dayton Top Improvement Co., Dayton, O., "Simplicity," "Blackmore."

OPENERS, Garage Door, Electric.

Mechanical Products Co., Chicago, "Stewart."

ORNAMENTS — See following heads:

Ornaments, Radiator.
Ornaments, Transfer (Decalcomania).

ORNAMENTS, Radiator.

Art Metal Works, Newark, N. J.
Baer & Wilde Co., N. Y., "Touchwood."
Balzer, Gus, New York.
Cramp & Sons Ship & Engine Bldg Co., Wm., Philadelphia, Pa.
G. L. Mfg. Co., Phila. (42 Centimeter Shell).
Goodwin & Kintz Co., Winsted, Conn.
Mascot Novelty Co., Chicago.
Milwaukee Auto Spec. Co., Milwaukee, (Physician Cross Designs).
Novelty Mfg. Co., Waterbury, Conn., "Never Furo Flagstaff."
Oakes Co., Indianapolis, "Patriot."
Rehberger Mfg. Co., Chicago.
Riley-Klotz Mfg. Co., Newark, N. J
Robins & Myers, Springfield, O.
Star Brass Works, Kansas City, Mo

ORNAMENTS, Transfer (Decalcomania).

Meyercord Co., Chicago, Ill.
National Decalcomania Co., Phila.
Palm, Fechteler & Co., New York.

OUTFITS, Camping.

Auto Bed Co., Bellingham, Wash., "McMillin."
Campers Compact Outfitting Co., Chicago.
Compac Tent Co., Indianapolis.
Enterprise Bed Co., Hammond, Ind. ("Tent-Cot").
Genesee Mfg. Co., Flint, Mich.
Peoria Aut-Kot Co., Peoria, Ill. (Bed for use in any car).
Portable Camp Co., Detroit (Camp carried on Trailer).
Schilling Co., L. F., St. Joseph, Mo.
Way Sagless Spring Co., Minneapolis.

OUTFITS, Cooking, Carried on Running Boards. See Kits, Lunch.

OUTFITS, Tire Repair Kits.

Akron Rubber Mold & Mch. Co., Akron, O.
American Para Rubber Co., St. Louis, Mo., "Paruco."
Atlas Auto Supply Co., Chicago, Ill.
Endurance Tire & Rubber Co., New York.
Gaulois Tires Corp., New York.
Keystone Rubber Mfg. Co., Erie, Pa.
Lee Tire & Rubber Co., Conshohocken, Pa.
Mattson Rubber Co., Lodi, N. J.
Michelin Tire Co., Milltown, N. J.
National Cement & Rubber Co., Toledo, O.
Tyre Rubber Co., Andover, Mass., "Tyrian."
Premier Electric Co., Chicago, Ill.
Vulcan Rubber Co., Erie, Pa.

OUTFITS, Vulcanizing Kits.

Air Friction Carburetor Co., Dayton, O. Liquid Vulcan Outfit "U Vulk."
Akron Rubber Mold & Mch. Co., Akron, "Tip Top."
American Para Rubber Co., St. Louis, Mo., "Paruco."
Lee Tire & Rubber Co., Conshohocken, Pa.
Premier Electric Co., Chicago, Ill.
Star Vulcanizing Mfg. Co., Columbus, O.

OVERHEAD WASHERS—See Washers.

OXYGEN, in Tanks.

Linde Air Products Co., New York.
Logansport Oxygen Co., Logansport, Ind.
St. Louis Oxygen Co., St. Louis, Mo.
Superior Oxygen Co., Pittsburgh, Pa.
Vulcan Process Co., Minneapolis.

PACKING—See following heads:

Packing, Asbestos.
Packing, Metallic—See Gaskets.

PACKING, Asbestos.

Asbestos Fibre Spinning Co., No. Wales, Pa.
Asbestos & Rubber Wks. of Am., New York, "Asbestolith."
Brown & Co., Inc., Chas. D., North Boston, Mass., "Vellumoid" (fibre)
Carey Co., Philip, Cincinnati.
Cincinnati Gasket & Packing Co., Cincinnati.
Asbestos Brake Lining Co., Phila.
Essex Rubber Co., Inc., Trenton.
Johns-Manville Co., H. W., New York, N. Y., "J. M. Mobilene."
Keasby & Mattison Co., Ambler, Pa.
Sall Mountain Asbestos Mfg. Co., Chicago, Ill.
Staybestos Mfg. Co., Germantown, Philadelphia, Pa.
U. S. Asbestos Co., Manheim, Pa., 'Wire Inserted).
Victor Mfg. & Gasket Co., Chicago.

PAINT—See following heads:

Paint.
Paint, Anti [illegible] Rust.

PAINT Tire.

Acme White Lead & Color Works, Detroit (also Enamel Paint).
Adams & Elting Co., Chicago (Enamel Paint).
Akron Varnish Co., Akron, O. (Enamel Paint).
Armitage & Co., J. L., Newark, N. J. (Enamel).
Arnold, N. B., Brooklyn, "Silkup" (Aluminum Paint).
Arnstein, Eugene, Chicago (Enamel Paint).
Arsenal Varnish Co., Rock Island, Ill.
Atlas Auto Supply Co., Chicago, "Stay-On" (Heat Resisting—for Engines).
Billings-Chapin Co., Cleveland (also Bronze Paint).
Binswanger & Co., B., Phila., Pa. (Bronze Paint).
Boston Varnish Co., Everett, Mass.
Bronze Powder Works Co., Elizabeth, N. J. ("Ideal," "Vulcan" Bronze Paint).
Buckeye Paint & Varnish Co., Toledo, O.
Buffalo Oil Paint & Varnish Co., Buffalo, N. Y.
Chicago White Lead & Oil Co., Chicago, "King."
Cincinnati Color Co., Cincinnati.
Cullen & Co., F. C., Chicago (Bronze Paint).
Detroit White Lead Works, Detroit (also Enamel Paint).
Devoe & C. T. Raynolds Co., F. W., New York (also Enamel Paint, "Alustrium" Aluminum Paint).
Ditzler Color Co., Detroit.
Durkee-Atwood Co., Minneapolis, "Ric Nic" (Heat Resisting).
Essex Varnish Co., Newark, N. J. (Enamel Paint).
Flint Varnish Wks., Flint, Mich. (also Enamel).
Felton, Sibley & Co., Phila., Pa. (also Enamel Paint).
Forest City Paint & Varnish Co., Cleveland (also Enamel Paint).
French & Co., S. H., Phila., Pa.
Genter, J. H., Co., Inc., Newburgh, N. Y., "Mirroroide" (for engines).

Gerstendorfer Bros., New York ("Sapolin" Bronze Paint).
Glidden Varnish Co., Cleveland (Enamel Paint).
Graves Co., N. Z., Phila., Pa.
Hauline Bros., Baltimore, Md.
Hardy Paint & Varnish Co., Toledo, O. (Enamel Paint).
Hasen Brown Co., Boston, "Black Lac" (Heat Resisting—for Engines.
Heath & Milligan Mfg. Co., Chicago.
Hildreth Varnish Co., New York.
Hoffman Paint & Varnish Co., Boston.
Johnston, R. F., Paint Co., Cincinnati, O., "Krakno."
Kemp Co., W. H., New York (Bronze Paint).
Keystone Paint & Filler Co., Munsey, Pa.
Lowe Bros. Co., Dayton, O., "High Standard."
Lucas & Co., John, Phila., Pa.
Masury & Son, John W., Brooklyn, N. Y. (also Enamel Paint).
Moller & Schumann Co., Brooklyn, N. Y. (Enamel Paint).
Moore & Co., B., Brooklyn, N. Y., "Mooramel."
Moser Co., Chas., Cincinnati.
Mound City Paint & Color Co., St. Louis (also Enamel Paint).
Nelson Color Co., Amesbury, Mass.
Nice, Eugene E., Phila., Pa.
Northwestern Chemical Co., Marietta, Ohio, "Never Burn" (Heat Resisting Enamel for Motors).
PARKER RUST PROOF CO. OF AMERICA, 836 Conant Rd., Detroit, Mich., "Anti Rust."
Patterson-Sargent Co., Cleveland.
Pierce Co., F. O., New York.
Pratt & Lambert, Buffalo, N. Y. (Enamel).
St. Louis Surfacer & Paint Co., St. Louis.
Schlegel Mfg. Co., New York (Bronze Paint).
Sherwin-Williams Co., Cleveland (also Enamel Paint).
Smith & Co., Edward, L. I. City N. Y.
Standard Varnish Wks., Port Richmond, S. I., N. Y. (Enamel Paint).
Sutherland Co., F. L., Detroit, Mich.
Valentine & Co., New York (Also Enamel Paint).
Van Tilburg Oil Co., Minneapolis, "Wang" (Engine and Muffler).
Wadsworth-Howland Co., Chicago, Ill., "Jewel."
Wilhelm Co., A., Reading, Pa.
Willey Co., C. A., L. I. City, N. Y.

PAINT, Anti-Rim Rust.

Anti-Rust Paint Co., Akron, O., "Thomas."
Atlas Auto Supply Co., Chicago, Ill., "Kno-More-Rust."
Atlas Rubber Co., Chicago.
Columbus Varnish Co., Columbus, O., "Peerless."
International Acheson Graphite Co., Niagara Falls, N. Y., "Graphcoat."
Northwestern Chemical Co., Marietta, Ohio, "Never-Rust."
PARKER RUST PROOF CO. OF AMERICA, 836 Conant Rd., Detroit, Mich., "Anti Rust."
Tingley & Co., Chas. O., Rahway, N. J., "C. O. T."
Wadsworth-Howland Co., Chicago, Ill., "Jewel."

PAINTS, Acid Resisting.

Columbus Varnish Co., Columbus, O., "Peerless."

PAINTS, Tire.

American Para Rubber Co., St. Louis, Mo.
Arnold, N. B., Brooklyn, "Slikup."
Arnstein, Eugene, Chicago, Ill.
Atlas Auto Supply Co., Chicago, Ill., "Preserva."
Auto Products Co., St. Louis, "Puncha."
Boston Blacking Co., East Cambridge, Mass., "Be-Be-Co."
Bradley & Vreeman Co., Chicago, "Velvet."
Columbus Varnish Co., Columbus, O., "Peerless."
Durkee-Atwood Co., Minneapolis, Minn., "Rie-Nie."
Gray Specialty Co., Newark, N. J.
Hall & Thompson, Hartford, Conn., "Wonder Worker."
Johns-Manville Co., H. W., New York (Sole Selling Agents), "Narco."
Karboncater Mfg Co., Pittsburgh, "K. M. C."
Korine Carbon Remover Co., Amesbury, Mass., "Tire Life."
Niehoff & Co., Paul G., Chicago, "Nemo."
NORTHWESTERN CHEMICAL CO., Marietta, Ohio, "Tire Lac."
Schofield Laboratories Co., Kansas City, Mo., "L-ty-to."
Sherwin-Williams Co., Cleveland, O. "Tire-Coat."
Sturdy Mfg. Co., Chicago, "Tire Tonic."
Tingley & Co., C. O., Rahway, N. J., "Tire Solder."
Van Cleef Bros., Chicago, Ill.
Van Tilburg Oil Co., Minneapolis, "Wang."
Wadsworth-Howland Co., Chicago, Ill., "Jewel."

PAINTING OUTFITS.

Arsenal Varnish Co., Rock Island, Ill.
Columbus Varnish Co., Columbus, O., "Peerless."
Durkee-Atwood Co., Minneapolis, "Rie Nie."
Hanline Bros., Baltimore, "Ideal Package."
Northwestern Chemical Co., Marietta, O., "Pioneer," "Norwesco."
Nemo Specialty & Mfg. Co., Chicago.
Van Tilburg Oil Co., Minneapolis, "Wang."

PANELS, Wood—See Bodies, Wood.

PANS—See following heads:

Pans, Drip, for garage floors.
Pans, Dust—See Radiators; see also Pans, Drip.

PANS, Drip, for garage floors.

A-Z Co., New York, N. Y.
Auto Radiator & Fender Co., Baltimore, Md.
Avery Stamping Co., Cleveland, O.
Auto Metal Co., Springfield, Mass.
Badger & Sons Co., E. B., Boston.
Briscoe Mfg. Co., 1472 woodward ave., Detroit, Mich.
Clayton's Sons, F. B., Phila., Pa.
Crosby Co., Buffalo, N. Y.
Cullen-Atkinson Co., Hartford, Ct. "Hartford."
Dover Stamping & Mfg. Co., Cambridge, Mass., "Auto Safety."
Durlach, L., New York.
Foss-Hughes Co., Phila., "F. & H."
Gruder, Paeschke & Frey Co., Milwaukee.
Hayes Mfg. Co., Detroit, Mich.
Hill Dryer Co., Worcester, Mass.
Kilbourn & Jacobs Mfg. Co., Columbus, O.
Keystone Sheet Metal Co., Pittsburg.
Kinsey Mfg. Co., Toledo, O., "Kinwood."
Lawson Co., F. H., Cincinnati, O.
Metal Stamping Co., Jackson, Mich
Novelty Mfg. Co., Jackson, Mich.
Ohio Blower Co., Cleveland, O.
Penn Radiator Co., Phila., Pa.
Sexton Can Co., Boston, Mass.
Smith Garage Pan Mfg. Co., Patchogue, N. Y.
Todd Mfg. Co., Minneapolis.
Vac Liquid Equip. Co., Cedar Rapids, Ia.
Vulcan Brazing & Mach. Co., Phila.
Wilson & Co., F. C., Chicago.
Worcester Pressed Steel Co., Worcester, Mass.
Wright Cooler & Hood Co., Chicago.
Youngstown Sheet & Tube Co., Youngstown, O.

PAPER, Emery & Sand.

Amer. Glue Co., Boston, "Union," "New England," "Boston."
Baeder, Adamson & Co., New York.
Behr & Co., Herman, New York, "Brooklyn."
Carborundum Co., Niagara Falls, N. Y.
Wausau Abrasives Co., Wausau, Wis.

PASTE—See following heads:

Paste, Cleaning for Hands, Leather, Auto Bodies, etc.
Paste, Polishing—See Polish.
Paste, Soldering.

PASTE, Soldering.

Allen Co., L. B., Inc., Chicago, "Sun," "Sampson."
Alumalux Co., Sidney, O., "Rajah."
Autocrat Tire Co., Midlothian, Texas, "C. B. Q."
Barcy-Nicholson Co., Detroit.
Benson Co., Alex. R., Hudson, N. Y., "Yagers."
Blake Signal & Mfg. Co., Bostoh (Tube Flux).
Brunner Chemical Wks., Cincinnati, O., "Queen."
Burnly Battery & Mfg. Co., North East, Pa., "Diamond."
Bull Dog Specialty Co., South Bend, Ind.
Callahan & Co., Geo., New York.
Central Stamping Co., New York, "Solderine."
Chicago Solder Co., Chicago, "Kester."
Corliss Supply Co., St. Louis, Mo.
Dielectric Mfg. Co., St. Louis, Mo.
Dunton, M. W., Providence, R. I., "Nokorode."
Elliott Chemical Wks., Newton, Mass.
Hess & Son, Phila., "Tinol."
Grasselli Chemical Co., New York, "Standard," "Eureka."
Illinois Smelting & Refining Co., Chicago.
Kalbfleisch Co., Franklin H., N. Y.
Krembs & Co., Chicago.
McGill Mfg. Co., Valparaiso, Ind., "Star."
MANHATTAN ELECTRICAL SUPPLY CO., 17 Park pl., New York.
Reade Mfg. Co., Hoboken, N. J. "Readeana," "Incomparable."
Ruby Chemical Co., Columbus, O., "Red Letter."
Schneider, Emil, Newark, N. J.
Solderall Co., New York, "Peerless."
Tingley & Co., C. O., Rahway, N. J.
Triad Co., Belmar, N. J.
Walsh Co., J. F., Pittsfield, Mass., "Norcross."
Universal Fluxine Co., Urbana, O.
Wertinghouse Elec. & Mfg. Co., E Pittsburgh, "Weld-Well."

PATCHES, Tire Repair; Including Plugs, Bands, Tape, Liquids, etc. See also Cement.

American Rubber & Tire Co., Akron, O., "Cling Tite."
Atlas Auto Supply Co., Chicago, "Chemco."
Auto Anti-Skid Shoe Mfg. Co., N. Y. (Anti-Skid Shoe).
Auto Parts Co., Providence, R. I., "Apco."
Auto Products Mfg. Co., Buffalo, N. Y., "Rub-R-Tite."
Auto Tire Re-enforcement Co., Auburn, Ind.
Bales' Puncture Plugger Co., Indianapolis.
Batavia Rubber Co., New York.
Buffalo Spec. Co., Buffalo, N. Y., "Noairout."
Cincinnati Rubber Mfg. Co., Cincinnati, O., "Repairite."
Continental Rubber Wks., Erie, Pa.
Cox, David, Roselle, N. J.
Dayton Inner Tire Co., Dayton, O.
Double Fabric Tire Co., Auburn, Ind., "Junior," "Leader," "Jumbo."
Eastern Rubber Co., Phila., "Majic."
EHMAN TIRE & RUBBER CO., La Salle & 27th sts., Chicago, Ill., "Ever Stick," "Never Keep."
Empire Rubber & Tire Co., Trenton.
Endurance Tire & Rubber Co., New York (Plain and Cementless Patches).
Essex Rubber Co., Trenton, N. J.
Excel Rubber Co., Akron, "X L."
FIRESTONE TIRE & RUBBER CO., Akron, Ohio.
Gaulois Tires Corp., New York.
G. & J. Tire Co., Indianapolis, Ind
General Tire & Rubber Co., Akron, O.
Goodyear Tire & Rubber Co., Akron.
Gray Specialty Co., Newark, N. J.
Hagstrom Bros. Mfg. Co., Lindsborg, Kas., "Terrible Swede," "Bull Dog."
Hall-Thompson Co., Hartford, Ct., "Para-Flex," "Wonder Worker."
Hampton-Campbell Co., Indianapolis.
Hasen-Brown Co., Boston, Mass., "Vulcanoid," "Rubber-Tread."
Hearsey-Willis Co., Indianapolis, Ind., "Aladdin."
Hood Tire Co., Watertown, Mass.
Horsey Mfg. Co., Cleveland, O., "No Cement."
Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.
Inner Shoe Tire Co., Grand Rapids, Mich.
I. V. H. Tire Co., Oakland, Cal.
Jackson, Ene, Rubber Co., Los Angeles.
Johns-Manville Co., H. W., New York (Sole Selling Agents), "Narco."
Johnson & Co., W. L., Endicott, N. Y., "Utility."
Johnstown Rubber Co., Johnstown, Pa., "Jiffy."
Keystone Rubber Mfg. Co., Erie, Pa., "Imperial."
K. & W. Rubber Co., Ashland, O., "K. & W."
Kingsbury Mfg. Co., Elizabeth, N. J.
Koochark Rubber Co., St. Louis.
Lee Tire & Rubber Co., Conshohocken, Pa.
Locktite Patch Co., Detroit.
M. & M. Mfg. Co., Akron, O. "Knead It."
Mansfield Rubber Co., Mansfield, O.
Marathon Tire & Rubber Co., Cuyahoga Falls, O.
Mattson Rubber Co., Lodi, Bergen County, N. J. (Cementless).
Michelin Tire Co., Milltown, N. J.
Miller Rubber Co., Akron, O.
Miller Rubber Co., Akron, O., "All-Ready," "Remora," "Parvenu," "Flan-L-Back," "Rim Klinch."
Miller, Chas. E., Anderson, Ind.
Motor Supplies Mfg. Co., Minneapolis, "Perma Tite."
National Cement & Rubber Co., Toledo, O., "Red Cross."
National India Rubber Co., Bristol, R. I., "Rubber Thread," "Only Fill Gash."
National Motor Supply Co., Cleveland
New Process Vulcanizer, Toledo, O., "Vulcar."
Niehoff & Co., Paul G., Chicago, "Bull Moose," "Rough Rider."
Norton, J. W., Prescott, Ariz., "Staso."
Pennsylvania Rubber Co., Jeannette, Pa.
Polson Rubber Co., Kansas City, Mo.
Preservative Tire Co., Onawa, Ia. (Paste).
Quaker City Rubber Co., Phila.
Quick-Tite Patch Co., Amsterdam, N. Y.
Regent Tire Co., Denver, Colo.
Rugg & Co., E. T., Newark, N. J.
Security Co., Pittsburg, Pa.
ST. LOUIS RUBBER CEMENT CO., St. Louis, Mo.
Spitler Puncture Plug Co., New York.
Surridge Holdtite Patch Co., Grand Rapids, Mich.
Thermoid Rubber Co., Trenton, N. J.
Tingley & Co., Chas. O., Rahway N. J., "C. O. T."
20th Century Tire Protector Co., Midlothian, Texas.
Vail Rubber Co., Chicago.
Van Cleef Bros., Chicago, Ill.
Voorhees Rubber Mfg. Co., Jersey City, "Ideal," "Period."
Weber, R. H., Sioux Falls, S. D.
Williams Mfg. Co., Camden, N. J., "S. V."
Wood Co., W. C., Minneapolis, "Everloc."

PEDAL GRIPS—See Grips.

PEDALS—See following heads:

Pedals, Brake—See Levers, Brake
Pedals, Cut-out—See Pedals, Foot.
Pedals, Horn—See Pedals, Foot.

PEDALS, Foot.

American Car Accessories Co., N. Y., "Pedex" (Supplementary Pedals for Short People).
American Car & Ship Hdw. Mfg. Co., New Castle, Pa.
Atlas Mfg. Co., New York.
Au-To Compressor Co., Wilmington, O., "Oro."
B. & B. Mfg. Co., Cleveland, O.
Cassaday-Fairbanks Mfg. Co., Chicago, Ill.
Cox Brass Mfg. Co., Albany, N. Y
Dayton Malleable Iron Co., Dayton.
Eberhard Mfg. Co., Cleveland.
FINDEISEN & KROPF MFG. CO., 2151 Rockwell st., Chicago, Ill.
Gabriel Horn Mfg. Co., Cleveland, O.
Gemco Mfg. Co., Milwaukee, Wis.
Gray-Hawley Mfg. Co., Detroit.
Grossman Mfg. Co., E., Brooklyn, N. Y.
Halladay Co., L. P., Streator, Ill.
IMPERIAL BRASS MFG. CO., 534 So. Racine Ave., Chicago, Ill., "Imperial Wixon."
Medina Stamping & Machine Co., Medina, N. Y.
Metal Stamping Co., L. I. City, N. Y.
Milwaukee Auto Specialty Co. Milwaukee, "Radium."
Motor & Mfg. Works Co., Geneva, N. Y.
National Jack & Mfg. Co., Chicago.
Pratt Mfg. Co., Wm. E., Chicago.
Reading Automobile Co., Reading Pa., "Victor."
Rives Mfg. Co., Geo. H., New York, "Never Slip."
Standard Mfg. Co., Auburn, Ind., "Crown" (Pendan).
Star Brass Works, Kansas City, Mo
Western Brass Mfg. Works, Chicago
Whitehouse, Le Compte Mfg. Co., Newark, N. J.
Wiener-Barnet Co., Newark, N. J.

PINIONS—See Gears and Pinions.

PINS—See following heads:

Pins, Cotter or Split Key.
Pins, Taper—See Screw Machine Products.
Pins, Wrist.

PINS, Cotter or Split Key.

Akron Mach. Co., Akron, O.
American Chain Co., Bridgeport, Conn., "Hammer-Lock."
Barthel & Daly, New York.
Blake & Johnson, Waterbury, Conn.
Brooks & Sons, M. S., Chester, Conn.
Hindley Mfg. Co., Valley Falls, R. I.
National Screw & Tack Co., Cleveland, O.
Smith & Co., F. P., Sharon Hill, Pa., "Sacs."
Whitman & Barnes Co., Akron, O.
Wire Goods Co., Worcester, Mass.

PINS, Wrist.

American Die & Tool Co., Reading, Pa.
Merritt, Inc., S. Whyle, New York.

PIPE—See following heads:

Pipe, Brass or Copper—See Tubing, Brass or Copper.
Pipe Fittings—See Fittings.
Pipe, Wrought Iron or Steel.
Pipe, Exhaust and Intake—See Manifolds.

PIPE, Wrought Iron or Steel.

Cohoes Rolling Mill Co., Cohoes, N. Y.
Crane Co., Chicago, Ill.
Harrisburg Pipe & Pipe Bending Co., Harrisburg, Pa.
La Belle Iron Works, Steubenville, Ohio.
Longmead Iron Co., Conshohocken, Pa.

PIPE, Wrought Iron or Steel.

National Tube Co., Pittsburg, Pa.
Reading Iron Co., Reading, Pa.
South Chester Tube Co., Chester, Pa. (Wrought Iron Only).
Spang, Chalfant & Co., Pittsburg.
Wheeling Steel & Iron Co., Wheeling, W. Va.
Youngstown Iron, Sheet & Tube Co., Youngstown, O.

PISTON RING REMOVERS.

McKay-Lees Co., New Haven, Conn., "Sword."
S. B. R. Specialty Co., East Orange, N. J.
Wilhelm-Smith Mch. Co., Reading, Pa.

PISTONS, Adjustable Expanding.

Grossman Auto Parts Co., White Plains, N. Y.
Wille Piston Co., Brooklyn, N. Y.

PISTONS, Special Alloy.

A. B. C. Castings Co., Cleveland, "A. B.-Cilium."
Aluminum Castings Co., Cleveland, "Lynite."
Aluminum Mfg. Co., Des Moines, Ia.
Allen & Curtiss Co., Mishawaka, Ind. (Semi Steel).
American Mch. Prod. Co., Marshalltown, Ia., "Ampeco."
Butler Mfg. Co., Knightstown, Ind.
Dyer Co., G. H., Cambridge, Mass.
Featherweight Piston Co., Pittsburgh.
Green Engrg. Co., Dayton, O., "Greenaluminate."
Levett Co., Walter M., New York, "Magnalite."
Longaker Co., V. A., Indianapolis, "Wright."
McCadden Mch. Wks., Inc., St. Cloud, Minn.
Modern Elec. & Mch. Co., Indianapolis ("R. & M." Maluminum).
Pondelick Bros., Chicago, "Pondealloy."
Precision Auto Parts Co., N. Y.
Pioneer Brass Wks., Indianapolis, "Maluminum."
Whitman Lurium Metal Mfg. Co., St. Louis, Mo.
Wridgway Co., Wilkes-Barre, Pa., "Zephyr."

PISTON RINGS—See Rings.

PLANTS, Power.

Farmer Mfg. Co., Detroit, Mich.
Nichoalds Co., Detroit.
United Mfg. Co., Kansas City, Mo., "Peerless."

PLATES, Brazing.

Phillips-Laffitte Co., Philadelphia, Pa., "Laffitte."

PLATES, Heel.

Metallic Automobile Matting Co., Rochester, N. Y., "Pyrma."
Rothweiler & Co., Seattle, Wash.
Spiro Mfg. Co., C., New York (for Fords).

PLATES, Name.

Allen, James A., Philadelphia, Pa.
American Name Plate Co., Boston.
Baltimore Enamel & Novelty Co., Baltimore, Md.
Becker, August, Boston, Mass.
Blackinton & Co., V. H., Attleboro Falls, Mass.
Bliss Mfg. Co., E. C., Providence.
Chandler Co., Springfield, Mass.
Cowles & Co., C., New Haven, Conn.
Crowe Name Plate & Engraving Co., Chicago, Ill.
Douglas & Lomason Co., Detroit.
Eastwood Wire Mfg. Co., Belleville, N. J.
Electro-Chemical Engraving Co., Brooklyn, N. Y.
Etching Co. of Amer., Chicago, Ill.
Federal Name Plate & Novelty Co., Chicago.
Haenserman Metal & Mfg. Co., N. Y.
Hanson, C. H., Chicago, Ill.
IMPERIAL BRASS MFG. CO., 534 S. Racine ave., Chicago, Ill.
Keeler Brass Co., Grand Rapids, Mich.
Moore-Jones Brass & Metal Co., St. Louis, Mo.
Murdock, Jr., Co., Jas., Cincinnati.
Murdock Corporation, Boston, Mass.
National Stamping & Electric Works, Chicago, Ill.
New York Steel & Copper Plate Co., Brooklyn, N. Y.

Newark Brass Plate Engraving Co., Newark, N. J.
Quint & Sons, S. H., Phila., Pa.
Robbins Mfg. Co., John, Boston.
Scioto Sign Co., Kenton, O.
Sheppard Mfg. Co., Melrose Highlands, Mass.
Smith & Co., Jos. N., Detroit, Mich.
Spencer's Sons, I. S., Guilford.
Stafford Co., N., New York, N. Y.
Turner Brass Works, Sycamore, Ill.
Wadsworth Engraving Co., Springfield, O.
Walter & Sons, N. C., New York.

PLATES, Step — On Running-board.
Stanwood Co., The, Lowell, Mass.

PLATINUM.
American Platinum Works, Newark, N. J.
Baker & Co., Newark, N. J.
Bishop & Co. Platinum Works, Malvern, Pa.
Goldsmith Bros. Smelting & Refining Co., Chicago, Ill.
Crosselmire & Achor Co., Newark, N. Y., "Bulldog."
Dee & Co., Thos. J. D., Chicago, Ill.
Platt, C. S., New York, N. Y.
Roessler & Hasslacher Chemical Co., New York, N. Y.
Schawel & Co., Jas., New York.

PLIERS—See following heads.
Pliers, Tire Repaired.
Pliers & Nippers.

PLIERS. Tire Repair.
Mack, W. Lewis, Chicago, Ill., "M. E." (Sole Distributor).
Penn, Inc., A. C., New York.
Smith & Egge Mfg. Co., Bridgeport, Conn., "Gilmer."
Syracuse Wrench Co., Syracuse, N. Y., "E. Z."

PLIERS AND NIPPERS.
Athol Mach. Co., Athol, Mass.
Barcalo Mfg. Co., Buffalo, N. Y.
Bergman Tool Mfg. Co., Buffalo, N. Y., "Bulldog."
Billings & Spencer, Hartford, Conn., "Hayden."
Bonner Tool Co., Champaign, Ill.
Braunsdorf-Mueller Co., Elizabeth, N. J.
Bridgeport Mfg. Corp., Bridgeport.
Buffum Tool Co., Louisiana, Mo.
Cincinnati Tool Co., Cincinnati, O., "Hargraves."
Crescent Tool Co., Jamestown, N. Y., "Simplex."
Cronk & Carrier Mfg. Co., Elmira, N. Y.
Currier-Koeth Mfg. Co., Coudersport, Pa., "K. I. T."
Danielson & Co., J. P., Jamestown, N. Y.
Dudley Tool Co., Menominee, Mich.
Erie Tool Wks., Erie, Pa.
Herbrand Co., Fremont, O.
Hjorth & Co., Wm., Jamestown N. Y.
Irvington Mfg. Co., Irvington, N. J., "Red Devil."
Kilborn & Bishop Co., New Haven. Conn., "Reliance."
Kraeuter & Co., Inc., Newark, N. J., "Dreadnaught," "Victor."
McKaig Drop Forge Co., Buffalo, N. Y., "Sure Cutter."
Mossberg Co., Frank, Attleboro, (Mass., "Diamond," "Sterling."
Oswego Tool Co., Oswego, N. Y.
Peck, Stow & Wilcox Co., Southington, Conn. (Mica Handle Pliers)
Penn, Inc., A. C., New York.
Reed Mfg. Co., Erie, Pa.
S. & I. Co., Springfield, Mass.
Schollhorn Co., Wm., New Haven Conn., "Bernard's."
Smith & Hemenway Co., Inc., New York, "Red Devil."
Smith & Co., H. D., Plantsville, Conn., "Gittatit" (With. Offset Jaws).
Starrett Co., The L. S., Athol, Mass. (Expansion with Moveable Jaws Like Monkey Wrench).
Universal Mfg. Co., Racine, Wis.
Utica Drop Forge Co., Utica, N. Y
Vlchek Tool Co., Cleveland.
Wakefield Mfg. Co., Wakefield, Neb., "Shark."
West Haven Mfg. Co., New Haven, Conn.
Whitaker Mfg. Co., Chicago.
Worden, E. M., Ladysmith, Wis
Wright Wrench & Forging Co., Canton O.

PLUG FIXTURE, Spark—For Repair and Testing Spark Plugs.
Champion Ignition Co., Flint, Mich., "Cico."

PLUG PROTECTOR, Spark—See Protectors.

PLUGS—See following heads.
Plugs, Manifeld—See Primers.
Plugs, Tire Repair—See Patches Tire Repair.
Plugs and Receptacles Battery Charging.

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Plug Sockets—See Connectors, Lamp; also Connectors, Wire. Plugs, Spark.

PLUGS and Receptacles, Battery Charging.

Anderson Mfg. Co., Albert & J. M., Boston, Mass.
Delta-Starr Elec. Co., Chicago.
Russell & Stoll Co., New York.
Stanley & Patterson, New York.

PLUGS, Spark.

Acme Telephone & Mfg. Co., Albia, Iowa, "Flash."
Affinity Spark Plug Co., Omaha, Neb.
Air Friction Carburetor Co., Dayton, O.
Albright Ignition Co., Columbus, Ga.
Alsten & Goulding Co., Worcester, Mass., "Alding."
American Coil Co., Foxboro, Mass.
Albertson & Co., Sioux City, Ia., "Sioux."
Anderson Spark Plug Co., Baltimore.
Ashbrook Electric Co., Chicago.
Atlantic Maritime Co., Boston (Combination Plug & Coil), "Puritan," "Orswell."
Auburn Ignition Mfg. Co., Auburn, N. Y., "Long Henry."
Axwell Equipment Co., Pittsburgh.
Badger Craft Shops, Sheboygan, Wis., "Crafty."
B. A. T. Sales Co., Philadelphia, Pa., "Panther Giant," "Panther."
Batchelder-Gallant Co., Boston, "B-G. Nonshortable."
Beckley-Ralston Co., Chicago, Ill., "Victor," "Copperhead," "Diamond."
Belvidere Screw & Mch. Co., Belvidere, Ill.
Benford Mfg. Co., Mt. Vernon, N. Y., "Monarch," "Home Run," "Peerless," "Golden Giant."
Benton Co., L. F., Vergennes, Vt.
Bergie National Spark Plug Co., Rockford, Ill.
Bingham Mfg. Co., Cleveland, O., "Snappon."
Blake Spark Plug Co., Boston.
Bigsby Rotary Mfg. Co., Cleveland, "Vital," "Leader."
Blickenderfer Co., G. C., Stamford, Conn., "Bulls Eye."
Beech Magneto Co., New York.
Brown Co., Syracuse, N. Y. (for spark plug pump).
Burnham Spark Plug Co., East Edgecombe, Me.
Carbonvoid Chemical Wks., Bradley Beach, N. J.
C. B. C. Specialty Co., New York, "Bartel."
Champion Ignition Co., Flint, Mich., "A. C.," "A. C. Cico," "Titan."
Champion Spark Plug Co., Toledo, O. (Comb. Priming Cup), "J D Reliance" "Spark in Water," "Ajax," "Meteor," "Star," "Sta-Rite," "All-in-One."
Charter & Co., Hoopeston, Ill.
Climax Spec. Co., Brooklyn, N. Y.
Danielson Eng. Wks., Chicago.
Day, Geo. F., Boston, Mass.
Delta Mfg. Co., Newark, N. J.
Dow Mfg. Co., Braintree, Mass.
Doxey, N. D., Elmira, N. Y., "Lightning."
Dunn Machinery Co., Atlanta, Ga.
Duplex Multi-Spark Plug Co., Devil's Lake, N. D., "Maher."
Eclipse Mfg. Co., Indianapolis, "3 X," "Hercules," "Hercules Jr."
Eisemann Magneto Co., Brooklyn, N. Y.
Eureka Carburetor Co., Rudd, Ia., "Disco."
Express Spark Plug Co. of America, Inc., Washington, D. C.
Fan Fire Spark Plug Co., Yonkers, N. Y.
Faw, J. H., Inc., New York, "Red Seal."
Flameless Combustion Spark Plug Wks., Chicago, "Harding."
Fulton Co., Milwaukee, "Eklips."
Funke, Herbert F. L., New York, N. Y., "W. A." (Importer).
Gas Motor Efficient Co., Janesville, Wis., "Chieftain," "Efficiency," "A S C," "X L," "Eagle."
Gemco Mfg. Co., Milwaukee, Wis., "Gemco."
General Illuminating Co., N. Y., "Grant Anchor."
Generator Valve Co., Inc., Brooklyn, N. Y., "James."
Gibson-Hollister Co., Boston, "Red Elefant," "Jumbo Jiant," "Jumbo Molite."
Grossman Mfg. Co., Emil, Brooklyn, N. Y., "Red-Head," "Onepiece," "Big Boy."
Hagstrom Mfg. Co., Salina, Kan.
Hamshire Mfg. Co., Hatfield, Mass., "Wizard," "Rival."
Hartford Mach. Screw Co., Hartford, Conn., "Master Calorite."
Heinze Electric Co., Lowell, Mass., "Heco."
HERZ & CO., 245 W. 55th st., New York, "Bougie Mercedes."
High Frequency Ignition Coil Co., Los Angeles, Cal., "Seeley."
Hilborn Co., Inc., N. Y. City, "Answer."
Ideal Switch Co., Plainville, Conn.
Janney, Steinmetz & Co., Philadelphia, Pa., "Flash-Light."
Johnson Bros., Denver, Col., "Self Cleaning."
Johns-Manville Co., H. W., New York, "J. M." (Messer).
Kokomo Electric Co., Kokomo, Ind., "Kingston."
Lemke Elec. Co., Milwaukee, Wis.
Locke Regulator Co., Salem, Mass., "New Challenge."
Lockwood Ash Motor Co., Jackson, Mich., "Never Miss," "De Luxe."
Long Bros., Kokomo, Ind., "Arc-lite," "Leader," "Rambler."
Long Distance Spark Plug Co., Birmingham, Ala., "Hot Spark," "Flash," "Ignito."
McCormick Mfg. Co., Dayton, O., "Power."
MacGregor Co., The John, Roslindale, Boston, Mass., "Viking."
Marburg Bros., New York (Importers "Lodge").
Michigan Motor Spec. Co., Detroit, Mich., "Becco."
Milwaukee Auto Specialty Co., Milwaukee, Wis., "Center-Fire."
Mohawk Valley Mfg. Co., Oneida, N. Y., "A. G. Snyder Arch Plug."
Mosler & Co., A. R., Mt. Vernon, N. Y., "Spit-Fire," "Breech-Block," "Conical," "Triumph," "Bene Top," "Green Top," "Junior," "Beat-Em-All," "Vesuvius," "Superior."
Motor Acc. Mfg. Co., Marshalltown, Ia., "Hel-Fi," "Quad," "Competition."
Motor Car Equipment Co., New York, "Pognon," "A V" (Importers).
Motor Car Supply Co., Chicago, "M. C. S."
Motor Parts Co., Chicago, Ill., "Ajax."
Motor Specialties Co., Waltham, Mass.
National Coil Co., Lansing, Mich.
National Spark Plug Co., Sedalia, Mo.
National Steel Products Co., Lorain, O., "Cleveland," "Blue Blaze."
National United Service Co., New York, "Nusco."
New York Mica & Mfg. Co., Auburn, N. Y., "Wright."
Noonan, J. P., Mfg. Co., Springfield, Mass., "Wico," "Try-Me," "O. K."
Oakes & Dow Co., Boston, Mass., "Comet," "Sootless."
Oxygenerator Co., Chicago, "Oxy-Ignitor."
Pasha Spark Plug Co., Bloomfield, N. J.
Peerless Piston Ring Co., Newark, N. J.
Perpetual Spark Plug Co., Dunmore, Pa., "Ezekleen," "Mfrs. Special."
Pittsfield Spark Coil Co., Pittsfield, Mass., "Jewel," "Micatite," "Berkshire."
Porter & Co., W. S., Chicago, "Radium 4 p," "Radium," "Little 4 m."
Power & Efficiency Co., Trenton, N. J., "Peco."
R. & L. Co., Ebensburg, Pa.
Rajah Auto Supply Co., Bloomfield, N. J., "Giant."
Randall Rotary Power Plug Co., Pittsburgh, Pa.
Randall - Faichney Co., Boston, Mass., "Bing," "Blitz."
Randall-Miller Co., Boston, "R.M."
Reflex Ignition Co., Cleveland, O., "Arrow," "Reflex," "Lightning," "Baby Reflex," "Lightning Kid," "Torpedo."
Rex Ignition Mfg. Co., New York, "Red Lion."
Rosen & Co., A. W., N. Y., "Rosco."
Samson Elec. Co., Canton, Mass., "Perfex."
Shapleigh Hardware Co., St. Louis, Mo., "Norleigh Diamond."
Sharp Spark Plug Co., Cleveland, O., "Goliath," "Kopper King."
Silvex Co., South Bethlehem, Pa., "Bethlehem," "Dragon."
Simms Magneto Co., E. Orange, N. J.
Simplex Auto Specialty Co., Detroit, Mich., "Detroit."
Spoon Point Spark Plug Co., La Porte, Ind.
SPLITDORF ELECTRICAL CO., Newark, N. J., "Commonsense."
Star Specialty Co., York, Pa. ("Booster" Priming Plug).
Standard Co., Torrington, Conn., "Black Eagle," "Pirate."
Standard Gas Engineering Co., Bradford, Pa., "S. G. E."
Steenrod Auto Sup. Co., Wheeling, W. Va.
Stevens & Co., New York, "Esco."
Stewart-Warner Speedometer Co., Chicago, "Stewart V-Ray."
Sturdy Mfg. Co., Chicago, "Venus," "Vulcan" and "Gotham."
Superior Motor Power Co., New York, "Su-dig," "Twin-Fact."
Templeton - Barrett Co., Marinette, Wis., "Indian," "Live Wire."
TON-A-FORD TRUCK CO., 1825 15th st., Racine Wis., "Badger Eye."
Tungsten Mfg. Co., Marshalltown, Ia.
Twin Fire Spark Plug Co., Detroit.
Utility Co., New York, "Uko."
Volcano Spark Plug Co., Ashland, O.
Walter, W. H., New York, "Best."

POCKETS, Stake—See also Irons, Body or Top.

Eberhard Mfg. Co., Cleveland, O.

POINTS, Sparking—See Platinum.

POLISH—See following heads:

Polish, Body and Cushion.

POLISH, Body and Cushion.

Adams & Elting Co., Chicago, Ill., "Ad-El-Ite," "Hy-Pol."
American Auto Supply Co., New York, "Big Six."
American Dry Paste Co., Philadelphia, "American," "Hercules."
Americus Products Mfg. Co., Detroit.
Armiger Chem. Co., Chicago, "Rex."
Arnold, N. B., Brooklyn, N. Y., "Slikup."
Arnstein, Inc., E., Chicago
Atlas Auto Supply Co., Chicago, "Body Gloss."
Auto Oil Co., Jackson, Mich., "Red Cross."
B. A. T. Company, Phila., "Panther."
Baum's Castorine Co., Rome, N. Y.
Boston Blacking Co., East Cambridge, Mass., "Be-Be-Co."
Brilliant Products Co., Inc., New York, "B. P. C."
Brooks & Co., Clarence, Newark.
Buffalo Oil, Paint & Varnish Co., Buffalo, N. Y.
Buffalo Spec. Co., Buffalo, N. Y., "Liqud Veneer."
CHAMBERS, WM., & SON, Buffalo, N. Y., "Tuxton Products."
Chicago White Lead & Oil Co., Chicago, Ill.
Cincinnati Oil Wks. Co., Cincinnati, O., "Re-Nu."
Columbia Lubricants Co., New York.
Columbus Varnish Co., Columbus, Ohio, "Peerless."
Crew-Levick Co., Phila., "Mistokleen."
Crown Mfg. Co., Indianapolis, Ind., "Baileys."
Cummer Co., Cleveland, O.
Dayton Varnish Co., Dayton, O.
Detroit Varnish Co., Detroit, Mich., "Rogers."
Dorsey Mfg. Co., Boston, "Victrolene."
Dunlin Mfg. Co., J. E., Springfield, Mo., "Dumaco."
Dupont Chemical Wks., Wilmington, Del., "Pontoklene."
Durkee-Atwood Co., Minneapolis, "Rie Nie."
Ferro, Jas. J., Inc., N. Y.
Fisk Mfg. Co., Springfield, Mass.
Flanders Co., Detroit, Mich.
FRAZER LUBRICATOR CO., Chicago, Ill.
Hazen Brown Co., Boston, Mass.
Glistener Mfg. Co., Kansas City, Mo., "Lee's," "Varnishine."
Great Western Oil Co., Cleveland, O., "G. W.," "Linseed Oil."
Hallett & Co., H. M., Ludington, Mich., "New Life."
Hollingshead Co., R. M., Camden, N. J., "Nugloss."
Hydro-Palm Soap Co., Neponset, Mass.
Idealo Co., Phila., "Renovater."
Internatl. Metal Polish Co., Indianapolis, "Blue Ribbon."
Johnson & Son, S. C., Racine, Wis. (Prepared Wax).
Kenney Mfg. Co., F., Boston, Mass.
Latelian Co., Clinton, Ia., "Shine On."
Lawrence-McFadden Co., Phila., "Cracker Jack," "Goo Goo."
Le Doyen, F. J., Baltimore, Md., "Varnoil."
Liquid Lustro Mfg. Co., New York (Kenny & Moore, New York, Distributors).
Lothrop, A. & B., Worcester, Mass., "Gypso."
Lord Polish Co., F. L., Cambridge, Mass., "Car-brite."
Lucas & Co., John, Philadelphia, Pa., "Auto-Klean."
Marvel Mist Mfg. Co., Brooklyn, N.Y.
Merrolike Mfg. Co., New York.
McLean-Brandon Oil & Supply Co., Boston, Mass., "M. & B."
Meadowcroft Chemical Co., New London, Conn., "Ritebrite."
Mexican Mfg. Co., Wichita, Kans.
Miller Co., Frank, New York.
Modoc Co., Fernwood, Pa.
Mirro-Like Mfg. Co., L. I. City, N.Y.
Monahan Antiseptic Co., Chicago, Ill. (Green Oil Soap).
Morris Mfg. Co., R. W., Kansas City, Mo., "Golden Star."
Mound City Oil & Sup. Co., St. Louis, "M-C."
Mutual Auto Accessories Co. of America, "Maaco."
National Oil & Supply Co., Newark, N. J., "Viscos."
National Cell-O-Clean Co., Columbus.
National Sales Co., Kansas City, "S-W."
New Process Co., Warren, Pa., "Autogloss."
Northrop Lub. Oil Co., St. Louis, "U-Auto-Shine."
Northwestern Chemical Co., Marietta, O., "Pioneer."
Noxal Polish Mfg. Co., Phila., Pa.
Nubeck Mfg. Co., St Louis, "Leather-nu."
Oakley Chemical Co., N. Y., "Oak-ite."
Optimus Mfg. Co., Boston, Mass.
Orient Mfg. Co., East Weymouth, Mass.
O-So-Ezy Mop Co., Detroit.
Par-Kop Mfg. Co., Philadelphia, Pa., "Keepnew."
Peerless Cleaner Co., Glenalden, Pa.
Perfection Polish Co., Waverly, N. Y., "Inghams Perfection."
Phoenix Oil Co., Cleveland, "Murphys."
Pimbley Paint & Glass Co., St. Joseph, Mo., "Auto Newer."
Pitt Specialty Co., Pittsburgh, Pa.
Polac Co., Boston.
Polish Products Co., Kansas City, "B-Brite."
Poughkeepsie Utilities Corp., Poughkeepsie, N. Y.
Pratt, W. A., New York, "Cleno," "Canamaline"
Puritan Soap Co., Rochester, N. Y., "Varnishum."
Radium Products Co., Amite, La.
Rath, Co., Inc., Chas. H., Philadelphia, Pa., "A1."
Ree Nu Products Co., St. Louis.
Shadburne Bros. Co., Chicago, "Shadbroco."
Sheppard, W. S., Newark, N. J., "O. K."
Sherwin Williams Co., Cleveland, "Polishal."
Shine Brite Products Co., Indianapolis.
Shi-Nup Corp., Yonkers, N. Y.
Simons Mfg. Co., Chicago, Ill., "Paste Kleen," "Auto Kleen."
Smith & Co., Jos. N., Detroit, Mich.
Sole Mfg. Co., Inc., N. Y., "Cleen-Shyne."
Sonneborn Sons, L., New York, "Amolie."
Speare's Sons Co., Boston.
Standard Oil Co., Inc., New York, "Matchless Liquid Gloss."
Standard Varnish Wks., Port Richmond N. Y., "A B C Reviver."
Stanley, John T., New York, "Love."
Star Clean Polish Co., Mt. Vernon, N. Y.
Sterling Stove Polish Co., Sterling, Ill., "Magiclean."
St. Louis Surfacer & Paint Co., St. Louis, Mo., "Koonshine."
Superior Specialty Co., Louisville, Ky.
Suydam Co., M. B., Pittsburg, Pa., "Monarch."
Sweet, C. F., Hartford, Conn., "Peruvian."
Tarzian Co., Jas. M., Brooklyn, N. Y., "Tis-A-Fine."
Thayer-Hovey Soap Co., Darby, Pa.
Three in One Oil Co., New York.
TUXTON PRODUCTS, 31 Franklin St., Buffalo, N. Y.,
Ulrich & Co., Buffalo, N. Y., "A O. K."
United Supply Agency, Providence, "U-Auto."
Uno Mfg. Co., Chicago, "S. & B."
U-Sav-Your Mfg. Co., Warren, Mass.
U. S. Fireproofing Co., Boston, "Polac."
Van Cleef Bros., Chicago, Ill.
Van Tilburg Oil Co., Minneapolis, Minn., "Waxit."
Vera Mfg. Co., St. Louis, Mo.
Victor Mfg. Co., Newark, N. J.
Waxit Mfg. Co., Minneapolis.
Wadsworth-Howland Co., Chicago, Ill., "Jewel."
Weiss Polish Works, Chicago, Ill., "Mats."
Werner-Service Mfg. Co., Jersey City, N. J., "Brilliant Renovator."
West Enamel Mfg. Co., Rockford, Ill
Westfield Chemical Co., Westfield, Mass., "Zit."
White & Bagley Co., Worcester, Mass
WONDER-MIST CO., Boston, Mass.
Woods Auto Polishing Co., Galesburg, Ill.
Xlnt Mfg. Co., Cincinnati.
Zibell Co., J. A., New York, "Zelco."

POLISHERS, Electric Portable—See Drills, etc.

POLISHING CLOTHS—See Cloths: also Wipers and Cloths; also Cloth, Cheese.

PORCELAIN, Special Shapes.

Empire China Works, Brooklyn.
Globe Porcelain Co., Trenton, N. J.
Hartford Faience Co., Hartford, Ct.
Imperial Porcelain Works, Trenton.
Jeffery-Dewitt Co., Detroit.
National Porcelain Co., Trenton.
Pass & Seymour, Solvay, N. Y.
Peru Electric Co., Peru, Ind.
Standard China Works, Trenton.
Star Porcelain Co., Trenton, N. J.
Thomas & Sons Co., R., Lisbon, O.
Union Porcelain Works, Brooklyn.
United States Elec. Porcelain Co., Findlay, O.
Wirt Mfg. Co., Burrage, Mass

POWER PLANTS, Gas Engine, complete for auto—See Plants.

PRIMERS, Gasoline Engine.

Alderman Mfg. Co., Rochester, N. Y.
Asco Mfg. Co., New York, "Asco" (Economizer and Decarbonizer).
Bailey, Wm. J., Newark, N. J., "O. B." (Combination Primer & carbon reducer).
Brown-Maddock Co., West Newbury, Mass.
Beitman & Co., I. B., Chicago, "International Sub."
Central Brass & Fixture Co., Springfield, O., "Buckeye."
Century Foundry Co., Syracuse, N. Y., "Savegas."
Chaney, L. F., Co., Springfield, O.
Chicago Faucet Co., Chicago, "Chi-Fan-Co."
Consolidated Gas & Elect. Co., Chicago.
Crone, F. G., Buffalo, N. Y., "Crown."
Crum Wiley Mfg. Co., Peru, Ind. ("C. W." Gun Primer).
Economy Carbureter Co., Boston, Mass., "Sure Starts."
Engineering Equipment Co., Indianapolis, Ind.
Extension Primer Co., St. Louis.
Duelco Vaporizing Primer Co., Yonkers, N. Y.
Fowler Lamp & Mfg. Co., Chicago, "Webb Jay."
Gahm Mfg. Co., Streator, Ill., "No-Guess."
Garlock Auto Spec. Co., Palmyra, N. Y. "Whiting."
Gilson Motor Starting Device Co., Indianapolis.
Hagstrom Bros. Mfg. Co., Lindsborg, Kas.
Hill Stage Co., Anderson, Ind.
Home Light Co., Chicago (Priming Bolt for Fords).
Ideal Brass Wks., Indianapolis, "Zero."
IMPERIAL BRASS MFG. CO., 534 So. Racine Ave., Chicago, Ill.
Indiana Acc. Co., Indianapolis.
Interstate Electric Co., New Orleans, La., "Ieco."
Interstate Auto Accessory Co., Indianapolis, "Ideal."
K-E-W Mfg. Co., New York.
Kellogg Mfg. Co., Rochester, N. Y.
Longest Bros. Co., Louisville, Ky. (Atomizing).
Lunkenheimer Co., Cincinnati.
McCormick Laboratories, Dayton, O. (Electrically Operated).
McVey Mfg. Co., Dayton, O., "Start O Speed."
Maltby Auto Spec. Co., Detroit.
Michener, E. S., New Castle, Pa. (Combination Gas Saver & Primer).
Motor Devices Co., Chicago, Ill., "Webb Jay."
Motor Engng. Co., Detroit.
National Gauge & Equip. Co., La Crosse, Wis.
National Motor Supply Co., Cleveland, O.
National Motor Primer Co., Rock Island, Ill.
New York Coil Co., N. Y. (Thermo-Electric).
Peninsular Brass Co., Detroit.
Prest-O-Lite Co., Indianapolis (Acetylene).
Primo Co., Cincinnati, O.
Quadruplex Mfg. Co., New York.
Reagan Grate Bar Co., Philadelphia.
Reflex Ignition Co., Cleveland, O.
Shaw, Irving M., New York.
Spray Primer Co., Boston.
Shimpf Starter Co., Boston, Mass., "Injex."
Vulcano Electric Primer Wks., Virginia, Ill., "Electric."
Wackenhuth Co., F., Newark, N. J.
Webb-Jay Motor Devices Co., Chicago.
Weld Mfg. Co., N. Chatham, Mass., "Extra Jet."
White Mfg. Co., Cincinnati, O., "Litl Friend."

PRIMING—See following heads:

Primers.
Priming Cocks—See Cups, Priming.
Priming Cups—See Cups, Priming.

PROPS, Car—See Jacks, Car Supporting.

PROTECTORS—See following heads:

Protectors, Eye—See Goggles.
Protectors, Cuff and Sleeve.
Protectors, Inner Tube; to be used inside of shoe as protector.
Protectors, Radiator.

Protectors, Spark Plug.
Protectors, Tire.
Protectors, Tire Chain, to prevent loss of chain.

PROTECTORS, Cuff and Sleeve.

Atlas Spec. Mfg. Co., Chicago.
B. E. Mfg. Co., New York. "Bemco."
Double Fabric Tire Co., Auburn, Ind
General Tire & Rubber Co., Akron, O., "K-C Vulc-Tite."
Gordon Co., J. P., Columbus, O.
Indiana Rubber & Insulated Wire Co., Jonesboro, Ind., "Kant Kreep."
Johnson & Co., W. L., Endicott, N. Y.
Marathon Tire & Rubber Co., Cuyahoga Falls, O.
Nathan Novelty Co., New York.
Niagara Fabric Mfg. Co., New York.
Premier Auto Novelty Mfg. Co., New York.

PROTECTORS, Inner Tube, to be used inside of Shoe as Protector.

Acme Rubber Mfg. Co., Trenton, N. J.
Airplex Inner Tire Co., Springfield, Mo.
American Automobile Accessories Co., Cincinnati, O., "Insyde Tyres."
American Rubber Product Co., Chicago.
American Rubber Works, Nashville, Tenn., "Peerless."
Am. Rubber & Tire Co., Akron, O.
Atlas Rubber Co., Chicago.
Brockett Gorham Co., Marion, O., "Marion."
Cincinnati Rubber Mfg. Co., Cincinnati, Ohio.
Continental Rubber Wks., Erie, Pa.
Cox, David H., Roselle, N. J.
Dayton Inner Tire & Mfg. Co., Dayton, O.
Double Fabric Tire Co., Auburn, Ind., "Murray," "Interlock," "Endless."
EHMAN TIRE & RUBBER CO., La Salle & 27th sts., Chicago, Ill. "Ever Stick," "Never Kreep."
Essex Rubber Co., Inc., Trenton, N. J., "Standard," "Perfection."
Excel Rubber Co., Akron, O.
F. C. D. Inner Tube Protector Co., Detroit, Mich.
FEDERAL RUBBER CO., of Illinois, Cudahy, Wis.
Fisher Mfg. Co., Lincoln, Neb., "Rim Grip."
Friday Mchy. & Supply Co., Sigourney, Ia
General Tire & Rubber Co., Akron, O.
Goodrich Co., B. F., Akron, O.
Goodyear Tire & Rubber Co., Akron, Ohio.
GORDON CO., The J. P., Columbus, O.
Grand Rapids Tire Re-Enforcement Co., Grand Rapids, Mich., "Jewel."
Hagstrom Bros. Mfg. Co., Lindsborg, Kas.
Hampton-Campbell Innerline Co., Indianapolis, "Kant-blo."
Horsey Mfg. Co., Cleveland, O.
Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.
Inner Shoe Tire Co., Grand Rapids, Mich., "Klincher," "Innershu," "Shur-hold."
Invincible Tire Co., Providence.
Jackson Eno Rubber Co., Los Angeles, "Sampson."
K. & W. Mfg. Co., Ashland, O., "Maxotire."
Keystone Rubber Mfg. Co., Erie, Pa., "Imperial."
L. V. H. Tire Co., Oakland, Cal.
Lee Tire & Rubber Co., Conshohocken, Pa.
Legnard & Co., A. B., Waukegan, Ill.
Lion Liner Co., Inc., Sheboygan, Wis.
M. & M. Mfg. Co., Akron, O., "Norka."
Marshall Tire Co., Fall River, Mass.
Marathon Tire & Rubber Co., Cuyahoga Fallis, O.
Mattson Rubber Co., Lodi, Bergen Co., N. J.
Myers-Hoffman Tire Co., Inc., Detroit, "M & H."
Niehoff & Co., P. G., Chicago, "Century."
Ogden Fibre Gear & Tire Co., Columbus, Ind.
Polson Rubber Co., Kansas City.
Premier Mfg. Co., Chicago.
Regent Rubber Co., Denver, Colo.
Security Reliner Co., Montgomery, N. Y
Shapleigh Hdw. Co., St. Louis, Mo., "Norleigh Diamond."
Spiral Inner Tire Casing Co., St. Paul.
States Mfg. Co., Chicago, "Brownie."
Tingley & Co., Chas. O., Rahway, N. J., "C. O. T."
Voorhees Rubber Mfg. Co., Jersey City, N. J., "Ideal," "Ideal Twin."
Waban Webbing Co., Boston, Mass.
Washington Rubber Bag Co., N. Y. City.
Western Tire & Rubber Co., Akron, O., "Red Coat."
Wearwell Rubber Co., Marion, Ind.
Western Automobile Supply Co., Chicago, "Wace."
Zimmerman Rubber Co., Alexandria, Ind.

PROTECTORS, Radiator, to prevent radiators from Freezing.

Mecca Machy. Co., Brooklyn, N. Y., "Frost King."

PROTECTORS—See Spark Plug Hoods, Spark Plug.

PROTECTORS, Tire—For Repair Protectors. See Sleeves, Tire Repair.

American Accessories Co., Cincinnati.
Amer. Rubber Products Co., Chicago.
American Tire Co., Owosso, Mich., "Xtra-Servis."
Atlas Rubber Co., Chicago.
Brictson Mfg. Co., Brookings, S. D.
Brown Mfg. Co., J. C., Butler, Ind., "Burke's."
Bukolt Mfg. Co., Stevens Point, Wis., "Highway."
Caldwell, E. P., Waterloo, Ia.
Chicago Rawhide Mfg. Co., Chicago.
Cincinnati Rubber Mfg. Co., Cincinnati, Ohio.
Cloude Mfg. Co., H. M., Cincinnati, O., "Can't-Creep."
Colorado Tire & Leather Co., Denver.
Davis Robe & Armor Co., Chicago.
Day Sectional Casing Co., Chicago.
Dayton Malleable Iron Co., Dayton, O. (D. M. Auto Skid Tread for Trucks).
Double Fabric Tire Co., Auburn, Ind., "Interlock."
EHMAN TIRE & RUBBER CO., La Salle and 27th sts., Chicago, Ill.
Empire Rubber & Tire Co., Trenton.
Double Fabric Tire Co., Auburn, Ind., "Rival."
Essex Rubber Co., Inc., Trenton.
Excel Rubber Co., Akron, O.
FEDERAL RUBBER CO., of Illinois, Cudahy, Wiss.
Fairhurst, L. J. E., Juda, Wis., "Rock Crusher."
Franklin Auto Shoe Co., Pendleton, Ind., "Utility."
General Tire & Rubber Co., Akron, O., "Little Giant," "K. C.," "No Stretch."
Goodrich Co., B. F., Akron, O.
Goodyear Tire & Rubber Co., Akron, Ohio. "Standard."
"Standard."
GORDON, CO., THE J. P., Columbus, O.
Grand Rapids Tire Reinforcement Co., Grand Rapids, Mich.
Green Mfg. o., Wm., Harvey, Ill., "Eureka."
Huffman Mfg. Co., Youngstown, O., "Gripper Non-Skid" (for trucks).
Huntsville Motor Car Co., Huntsville, Ala., "Burnam."
Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.
Invincible Armor Tire Co., Hartley, Iowa.
Keystone Rubber Mfg. Co., Erie, Pa.
Kimball Tire Case Co., Council Bluffs, Ia. (Steel Armor).
King Tire Protector Co., Milwaukee.
Legnard & Co., A. B., Waukegan, Ill.
Mansfield Rubber Co., Mansfield, O.
Maplebay Mfg. Co., Crookston, Minn
Marathon Tire & Rubber Co., Cuyahoga Falls, O.
Mattson Rubber Co., Lodi, Bergen Co., N. J., "White Tread," "Leader," "Special," "Bare Back," "Saucer," "Red Cement."
Miller, Chas. E., Anderson, Ind.
Miller Rubber Co., Akron, O.
Mohawk Rubber Co., Akron, O. (Non-Skid-Retread Band).
Myers-Hoffman Tire Co., Inc., Detroit, "M. & H."
New Process Rubber Co., Inc., Brooklyn, N. Y.
Pacific Leather Works, Oakland, Cal.
Peerless Tire Protector Co., Seattle.
Perfect Tire Co., Rock Rapids, Ia
Polson Rubber Co., Kansas City, Mo.
Protector Co., Stevens Point, Wis (Reversible).
Queen Leather Wks., Oakland, Cal.
Queen Mfg. Co., Webster City, Ia. "Queen B.," "A. S. B."
Regent Rubber Co., Denver, Colo.
Regent Tire Co., Kansas City, Mo.
Sampson Tire Protector Mfg. Co., Grand Island, Neb.
Security Blow-Out Holder Mfg. Co., Fairfield, Ia., "Security."
Simon & Co., S. C., Phila., Pa.
Slama Tire Protector Co., Kansas City, Mo.
Tingley & Co., Chas. O., Rahway, N. J., "C. O. T."
Triple-Tread Mfg. Co., Chicago.
Twentieth Century Tire Protector Co., Midlothian, Tex.
Universal Tire Protector Co., Angola, Ind.
Walker Auto Tire Band Co., Indianapolis, Ind., "Hunky Dory."
Woodworth Mfg. Corp., Niagara Falls.

PROTECTORS, Tire Chain, to prevent loss of chain.

Bodenstein Bros., Rochester, N. Y.

PULLERS—See following heads:

Pullers, Bearing.
Pullers, Cotter Pin.
Pullers, Fly Wheel or Crank Pin.
Pullers of Stalled Cars by using own power.
Pullers, Wheel and Gear.

PULLERS, Bearing.

Campbell Auto Wks., Stockton, Cal.

PULLERS of Stalled Cars by Using Own Power.

Auto Accessories Co., Wheeling, W. Va.
Car Puller Co., The, Ladysmith, Wis.
Keepers, J. C., Olathe, Kansas (Ratchet).
Montgomery Ward & Co., Chicago, "Never Stuck."
Pillsbury Mfg. Co., Minneapolis, "Autopul," "Hubpul."
Protex Co., N. Y., "Dig-U-Out" (Attached to Wheel).
Pull-U-Out Mfg. Co., St. Louis, Mo., "Pull-U-Out."
Rose Bros., Rosemont, Neb.

PULLERS, Cotter Pin.

Bonner Tool Co., Champaign, Ill., "Victor."
Braunsdorf-Mueller Co., Elizabeth, N. J.
Buffum Tool Co., Louisiana, Mo.
Carver Tool Wks., Spring Valley, N. Y.
Clinton Mch. Wks., Clinton, Mass., "Wachusett."
Elmore Tool Mfg. Co., Hartford, Ct.
Kraeuter & Co., Newark, N. J.
Marcy Tool Wks., Putnam, Conn.
Mays Cotter Pin Puller Co., Atlanta, Ga.
Mossberg Co., Frank, Attleboro, Mass.
Mound Tool Co., St. Louis, Mo.
Nelson Mfg. Co., A., Chicago.
Noonan Tool & Mach. Wks., A. S., Rome, N. Y.
S. & I. Co., Springfield, Mass.
Syracuse Twist Drill Co., Syracuse, N. Y.
Vaughan & Bushnell Mfg. Co., Chicago.
Vlchek Tool Co., Cleveland, O.
Worden, E. M., Ladysmith, Wis.

PULLERS, Fly Wheel or Crank Pin.

Auto Parts Co., Providence, R. I.
Denford Mfg. Co., Mt. Vernon, N.Y., "Monarch."
Collisons Fireproof Garage, Burlington, Vt.
Crane Puller Co., Arlington, Mass.
Edelmann & Co., E., Chicago, Ill.
Grossman Mfg. Co., Emil, Brooklyn, N. Y.
Metal Stamping Co., Long Island City, N. Y.
Motor Spec. Co., Waltham, Mass., "Mesco" (for Fords).
Premier Electric Co., Chicago, Ill., "Little Giant."
Presbrey Co., Inc., E. H., New York, N. Y. "Collison Universal."
Towle Mfg. Co., Portland, Me.
Tucker Tool & Machine Co., New York "Foster"

PULLERS, Wheel and Gear.

American Machine Products Co., Marshalltown, Ia.
Braunsdorf-Mueller Co., Elizabeth, N. J.
C. & E. Mfg. Co., Marshalltown, Ia., "Cooper."
Collisons Garage, Burlington, Vt.
Crane Puller Co., Arlington, Mass.
Greer, Fredric, Chicago.
Grossman Co., E., Brooklyn, N. Y.
Gemco Mfg. Co., Milwaukee, Wis., "Gemco."
Humboldt Mch. & Stmpg. Co., Long Island City.
Kerschbaum, M. E., New York.
Nelson Mfg. Co., A., Chicago.
Polson Mfg. Co., Buffalo, N. Y.
Premier Elect. Co., Chicago, "Little Giant."
Presbrey Co., Inc., E. H., New York, "Collison Universal."
Ridlon, J. R., Chicago.
Schweppe & Wilt Mfg. Co., Detroit.
Winchester Machine & Puller Wks., Winchester, Ind., "Vulcan."

PUMPS—See following heads:

Pumps, Air, Electric.
Pumps, Dash Board.
Pumps, Gasoline Curb.
Pumps, Grease—See Guns, Grease.
Pumps, Hand, Air.
Pumps, Hand, Gasoline, for garages—See Tanks and Systems.
Pumps, Oil—See Lubricators.
Pumps, Power, Air (Engine Operated Tire Pump).
Pumps, Power, Gasoline, burner feeding.
Pumps, Power, Spark plug.
Pumps, Power, Water Circulating.
Pumps, Steam, Air, for compressing air in fuel tanks.
Pumps, Steam Water, boiler feeding.
Pumps and Air Compressors for Garages.

PUMPS, Air Electric.

Black & Decker Mfg. Co., Baltimore, "Lectroflater."

PUMPS, Dashboard.

Generator Valve Co., Brooklyn, N. Y., "James."
Globe Mfg. Co., Battle Creek, Mich., "Dead Easy."
National Gauge & Equipment Co., La Crosse, Wis.

PUMPS, Gasoline Curb.

Eastern Oil Tank Co., Lowell, Mass.
Freeland Sons Co., B. F., Sturgis, Mich.
Groetken Pump Co., Chicago, Ill.
Guarantee Liquid Measure Co., Pittsburgh, Pa.
K. Z. Mfg. Co., Westfield, Ill., "Foster Dispenser."
Guarantee Measure Co., Pittsburgh.
Tokheim Mfg. Co., Cedar Rapids, Ia.
U. S. Pump & Tank Co., St. Louis.
Vac Liquid Equipment Co., Cedar Rapids, Ia., "Triune" (Boulevard sign post).
Wayne Oil Tank & Pump Co., Ft. Wayne, Ind.
Western Oil Tank & Pump Co., St. Louis, Mo.

PUMPS, Hand, Air

Abbott Motor Equipment Co., N. Y. ("Twombly" Foot Pump).
American Car & Ship Hdw. Mfg. Co., New Castle, Pa.
Ansonia Mfg. Co., Ansonia, Ct.
Anthony Co., Long Island City, N. Y.
Apex Electric Mfg. Co., Chicago, "Yankee."
Atkins Co., Eugene, Elkhart, Ind., 'Yankee' (Folding Pump).
Atlas Brass Co., Bridgeport, Ct.
Bell Pump Co., Detroit, Mich.
Berry Automatic Pump Co., Detroit.
Bishop-Babcock-Becker Co., Cleveland, "Champion."
Bolte & Weyer Co., Chicago.
Bonham Mfg. Co., Chicago, Ill.
Bride & Co., Wm. J., Reading, Mass., "Austin."
Bridgeport Brass Co., Bridgeport, Conn., "Stapley," "Aeolas," "Blizzard," "Atlas," "Crown," "Windjammer."
Brisk Blast Mfg. Co., St. Louis, Mo., "Sure Blow."
Brown Co., The, Syracuse, N. Y., "Virtue."
Central Brass & Fixture Co., Springfield, O.
Chapin-Stephens Co., Pine Meadow, Conn., "C-S Co."
Climax Specialty Co., Seneca Falls, N. Y.
Codman & Shurtleff, Boston, Mass
Coe-Stapley Co., Bridgeport, Ct., "Rex."
Cox Brass Mfg. Co., Albany, N. Y., "Ross," "Handy," "Reliable."
Craig Mfg. Co., Cedar Rapids, Ia.
Crescent Mfg. Co., N. Y., "Amco."
Dewey-Anderson Co., The, Toledo, O., "Dewey."
Elite Mfg. Co., Ashland, O., "Reliable."
Enterprise Tool & Mach. Wks., Chicago.
General Utility Co., Philadelphia, Pa., "Bastian," "Guco."
Generator Valve Co., Inc., Brooklyn, N. Y., "James."
Gleason-Peters Air Pump Co., Bklyn, N. Y.
Globe Mfg. Co., Battle Creek, Mich., "Dead Easy."
Goulds Mfg. Co., Seneca Falls, N. Y.
Hancock Mfg. Co., Charlotte, Mich
Haney & Co., J. H., Hastings, Neb., "Rose."
Hawthorne Mfg. Co., Bridgeport.
Hert Mfg. Co., Indianapolis, Ind., "Purair."
Heath-Quimby Co., Minneapolis.
Howell Co., The W. H., Geneva, Ill., "Jensen."
IMPERIAL BRASS MFG. CO., 534 So. Racine Ave., Chicago, Ill., "Imperial-Wixon."
Inland Mfg. Co., Chicago, Ill.
Judd & Leland Mfg. Co., Clifton Springs, N. Y.
Kellogg Mfg. Co., Rochester, N. Y.
Keystone Novelty Co., Columbia, Pa., "Myers' Aertite."
Lake Erie Mfg. Co., Inc., Buffalo.
Lipman Air Appliance Co., Beloit, Wis.
Mascot Pump Co., Grove City, Pa.
Mayo Mfg. Co., Chicago.
Miller Mfg. Co., Peekskill, N. Y.
Motor Spec. Co., Waltham, Mass., "Buster."
National Gauge & Equipment Co., La Crosse, Wis.
Neera Mfg. Co., Waterbury, Conn., (Compound).
Osborne & Stevenson Mfg. Co., Plainville, Ct., "Carver."
Rumsey & Co., Seneca Falls, N. Y.
Scovill Mfg. Co., Waterbury, Conn.
Shawver Co., Springfield, O., "Springfield."
Standard Sheet Metal Co., Passaic.
Star Brass Works, Chicago, "Binks."
St. Charles Spec. Mfg. Co., St. Charles, Ill., "Jensen," "Marvel Lever."
STEVENS & CO., 375 Broadway, New York, "Carver," "Pioneer."
Stevens Mfg. & Supply Co., Chicago.
Stocker Mfg. Co., Detroit, Mch.
Sunderland Mfg. Co., Chicago, "Hercules," "Thor," "Pitner."
Turner Brass Works, Sycamore, Ill.

PUMPS, Power, Air (Engine Operated Tire Pump).

Advance Machinery Co., Toledo, O., "Advance Toledo."
American Elec. Pump Co., Pittsburg.
American Motor Utilities Co., Phila., Pa., "Compton."
Artizan Brass Co., Chicago, "A. B. C."
Auto Appliance Co., Milwaukee, "Harms."
Auto Pump & Machy. Mfg. Co., Chicago.
Automatic Mach. Co., Chicago, "De Launty" (combined pump & crank).
Bay State Pump Co., Boston, "Crane."
Benn Pump Works, Boston, Mass.
Besaw, W. O., Reedley, Cal.
Bird & Smith, Los Angeles. "Smith."
Brown Pump & Sales Co., Elkhart, Ind. (Sole Agents "Foster").
Brown Co., Syracuse, N. Y., "Impulse" (spark plug), "San Ford."
Cassidy Co., Inc., Edward A., N. Y., "Cassco," (mfrd. by West Side Fdry. Co., Troy, N. Y.
Champion Auto Equipment Co., Chicago.
Chicago Automatic Mch. Co., Chicago, "De Launty" Combination Crank & Pump.
Chicago Racine Al. Brass & Iron Wks., Chicago, "Vance."
Chicago Tire Pump Co., Chicago, "Simplex."
Coe-Stapley Co., Bridgeport, Conn.
Colstad Sales Co., Boston.
Detroit Accessories Corp'n, Detroit.
Eagle Mfg. Co., Cincinnati, "Aresto."
Easy Way Co., Superior, Neb.
Felborth Auto Spec. Co., Cleveland.
Gemco Mfg. Co., Milwaukee, Wis., "Gemco."
General Utility Co., 1326-1330 Ogden st., Philadelphia, Pa., "Bastian."
GLOBE MFG. CO., 58-64 Grant st., Battle Creek, Mich., "Dead Easy."
Green & Swett Co., Boston, "Triphoon."
Hartford Machine Screw Co., Hartford, Conn., "Master."
HERZ & CO., 245 W. 55th st., New York, "B. B.," "Tandem."
Hill Pump Valve Co., Chicago, "Utility" (spark plug).
Hert Mfg. Co., Indianapolis, "Purair."
Inland Mfg. Co., Chicago, Ill.
Johns-Manville Co., H. W., New York, "J. M."
Judd & Leland Mfg. Co., Clifton Springs, N. Y., "Juleco."
Kalisch Air Brake Co., St. Louis.
Kellogg Mfg. Co., Rochester, N. Y.
Knickerbocker, J., San Diego, Cal. (Comb. Starter).
Knowles, C. S., Chelsea, "Hartford."
Kokomo Brass Wks., Kokomo, Ind.
Kokomo Electric Co., Kokomo, Ind., "Kingston."
Lipman Air Appliance Co., Beloit, Wis.
Manzel Bros. Co., Buffalo, N. Y.
Marvel Auto Supply Co., Cleveland, Ohio (spark plug).
Mayo-Skinner Mfg. Co., Chicago, Ill., (spark plug).
Medina Mch. Co., Medina, Ohio, "Simple."
Miller, Chas. E., Anderson, Ind.
National Motor Supply Co., Cleveland, O., "Telescope" (spark plug).
National Gauge & Equipment Co., La Crosse Wis. (Spark Plug).
National United Service Co., Detroit, Mich., "M. P."
Racine Eng. & Mach'y Co., Racine, Wis., "Two Minute."
Rauber-Fein Mfg. Co., Rochester, N. Y., "R. F."
Rohrbacker Automatic Air Pump Co., Portland, Ore.
Simms Magneto Co., E. Orange, N. J., "Simms-Thomas."
Standard Thermometer Co., Boston, "Abell."
STEWART - WARNER SPEEDOMETER CORP., Chicago, Ill.

Taylor Mfg. Co., Detroit.
Tiley-Pratt Co., Essex, Conn.
Universal Air Equipment Co., Indianapolis, Ind.
Universal Mfg. Co., Minneapolis, "O. B.," "Motopump."
Valle-Kimes Co., Dayton, O., "V. & K."
V-Air Valve & Mfg. Co., New York, "Roll On" (power operated but not by engine).
Victor Electric Co., Chicago, Ill.
Weld Mfg. Co. N. Chatham, Mass.
Wheaton & Utley, Sunbury, O., "E. Z."

PUMPS, Power, Water Circulating.

Anderson Motor Co., Anderson, Ind.
Auto Parts Mfg. Co., Detroit, Mich.
A-Z Co., New York, N. Y.
Blackmer Rotary Pump, Power & Mfg. Co., Petoskey, Mich.
Brennan Mfg. Co., Syracuse, N. Y.
Brown & Sharpe Mfg. Co., Providence, R. I.
Fulflo Pump Co., Cincinnati, O.
Gemco Mfg. Co., Milwaukee, Wis., "Gemco."
Garvin Machine Co., New York.
Kinney Mfg. Co., Boston, Mass.
Lee Co., Wm. O., Port Huron, Mich.
Lipman Air Appliance Co., Beloit, Wis.
IMPERIAL BRASS MFG. CO., 584 So. Racine Ave., Chicago, Ill.
Lobee Pump & Mach. Co., Buffalo.
Motor Car Supply Co., Chicago, Ill.
N. Y. Gear Works, Brooklyn, N. Y., "Ball."
Oberdorfer Brass Co., M. L., Syracuse, N. Y.
Pedersen Mfg. Co., New York.
Pittsburgh Mfg. Co., Pittsburgh, Pa., "Kern."
Schilling Mfg. Co., Long Beach, Cal., "Vanreush."
Security Co., Pittsburgh, Pa.
Seitz Co., F. A., Newark, N. J.
Sparks, Withington Co., Jackson, Mich.
Sullivan, John W., New York, N. Y.
Westerfield Motor Co., Anderson, Ind.
Wilson Automobile Mfg. Co., Wilson, N. Y.

PUMPS, Air Power, Spark Plug.

Brown Co., Syracuse, N. Y., "Impulse."
Dewey-Anderson Mfg. Co., Toledo, O.
GEMCO MFG. CO., Milwaukee, Wis., "Gemco."
Hill Pump Valve Co., Chicago, "Utility."
Mayo Mfg. Co., Cheago, Ill.
Marvel Auto Supply Co., Cleveland
National Gauge & Equipment Co., La Crosse, Wis.
National Motor Supply Co., Cleveland, "Telescope."
Woodward Pump Co., Detroit, Mich., "Little Trojan."

PUMPS, Steam, Air, for compressing air in fuel tanks.

American Steam Pump Co., Battle Creek, Mich.
Clayton Air Compressor Works, New York.
Locomobile Co. of America, Bridgeport, Conn., "Victor."
Union Steam Pump Co., Battle Creek, Mich.
American Steam Pump Co., Battle Creek, Mich.
Locomobile Co. of America, Bridgeport, Conn., "Victor."

PUMPS, Steam, Water, boiler feeding.

Ofeldt & Son, August, Valley Stream, N. Y.
Union Steam Pump Co., Battle Creek, Mich., "Moore," "Burnham."
Wiese, L. T., Brooklyn, "Nelson."

PUMPS and Air Compressors, for garages.

Acme Machine Wks., Findlay, O., "Stewart."
Air Device Mfg. Co., Chicago, "Ten Eyck."
Allis-Chalmers Co., Milwaukee, Wis.
Am Air Comp. Co., Detroit.
American Steam Pump Co., Battle Creek, Mich.
American Elec. Pump Co., Pittsburg (Electric), "One Minute."
Apex Electric Mfg. Co., Chicago, Ill.
Artizan Brass Co., Chicago, "A. B. C."
Austin Mach'y Co., F. S., Chicago, "W-A."
Au-to Compressor Co., Wilmington, O.
Bastian Auto Engrg. Wks., Philadelphia, Pa.
Berry Automatic Pump Co., Detroit, Mich.
Bessemer Gas Engine Co., Grove City, Pa.
Bishop, Babcock & Becker, Cleveland.
Black & Decker Mfg. Co., Baltimore, Md., "Lectroflater."
Blaisdell Machy. Co., Bradford, Pa.
Brown Beer Pump Co., E. R., Boston, "Success."
Brunner Mfg. Co., Utica, N. Y.
Caldwell & Co., E. R., Bradford, Pa.
Carruthers-Fithian Clutch Co. Grove City, Pa.
Cast Iron Brazing & Mfg. Co., Manchester, Vt., "Aiding."
Cast Iron Brazing & Mfg. Co., Manchester, N. H., "Aiding."
Central Brass & Fixture Co., Springfield, O., "Buckeye" (Electric).
Chicago Pneumatic Tool Co., Chicago, Ill., "Franklin."
Chicago Racine Al. Brass & Iron Wks., Chicago.
Christensen Engrg. Co., Milwaukee.
Clayton Air Compressor Works, New York City.
Cleveland Faucet Co., Cleveland, O., "Champion."
Codman & Shurtleff, Inc., Boston.
Comstock, A. S., Evanston, Ind.
Comsteck, George S. Mechanicsburg, Pa.
Curtis Pneumatic Machy. Co., St. Louis.
De Vilbiss Air Compressor Mfg. Co., Toledo, O.
Dunkley Co., Kalamazoo, Mich. (Compressed Air Outfit).
Electric Appliance Co., Chicago, "Eco."
Eureka Air Compressor Co., Inc., Bloomfield, N. J. (Combination Compressor and Auto Cleaner).
Fairbanks, Morse & Co., Chicago.
Fero Electric Air Pump Co., Pittsburgh.
Ferro Mach. & Fdy. Co., Cleveland.
Ft. Wayne Eng'g & Mfg. Co. Fort Wayne, Ind., "Paul."
Gardner Governor Co., Quincy, Ill., "Midget," "Gee Gee Special."
Gemmer Detroit Starter Co., Detroit.
General Elec. Co., Schenectady, N. Y.
General Utility Co., Philadelphia, Pa., "Bastian."
Gifford Eng. Co., Lansing, Mich.
Gleason-Peters Air Pump Co., Bklyn.
Glenn & Stiteler, Philadelphia.
Globe Mfg. Co., Battle Creek, Mich., "Type B," "Dead Easy."
Gould's Mfg. Co., Seneca Falls.
Green & Swett, Boston, "Triphoon."
Hale Elec. & Engng. Co., Cleveland, O.
Hartford Mach. Screw Co., Hartford, Conn., "Master."
Hayward Tire & Equip. Co., Indianapolis.
Hermil Mfg. Co., Minneapolis.
HERZ & CO., 245 W. 55th st., New York, 'Minimax."
Hinckley Machine Works, Hinkley, Ill., "Davis."
Imperial Brass Mfg. Co., Chicago, Ill.
Ingersoll-Rand Co., New York, "Imperial."
Jacobson Mch. Mfg. Co., Warren, Pa., "Mascot."
Jannette Mfg. Co., Chicago.
Judd & Leland Mfg. Co., Clifton Springs, N. Y., "Cyclone," "Juleco."
Kellogg Mfg. Co., Rochester, N. Y.
Lipman Air Appliance Co., Beloit, Wis.
Lunt-Moss Co., Boston.
Manzel Brothers Co., Buffalo, N. Y. (Portable).
Marvin, F. R., Findlay, O., "Stewart."
Martin & Anson Co., Chicago, Ill
Mayo Skinner Mfg. Co., Chicago, Ill.
Nagle Corliss Eng. Wks., Erie, Pa.
National Brake & Electric Co., Milwaukee.
National Motor Supply Co., Painesville, O.
Northern Engng. Wks., Detroit.
National Pump Co., Dayton, O.
Ohio Compressor Co., Cincinnati.
Orange Mch. & Mfg. Co., Orange, N. J., "Little Giant."
Owen Air Compressor Wks., N. E., Springfield O.
Power Mfg. Co., Lima, "Primm."
Rohrbacher Aueomatic Air Pump Co., Portland, Ore.
Rose Polytechnic Inst. Shops Terre Haute, Ind.
Rumsey & Co., Seneca Falls, N. Y.
Spacke Machine Co., F. W., Indianapolis, Ind.
Sanford Mfg. Co., Bridgeport, Ct.
Schramm & Son, Chris. D., Phila.
Sioux City Air Comp. Co., Sioux City, Ia.
Smith, Irvin C., Los Angeles, Cal., "Real."
Spicer & Co., R., Groton, Ct.
Standard Pattern & Mfg. Co., Richmond, Ind., "Richmond."
Standard Thermometer Co., Boston, "Abell."
Star Brass Works, Chicago, "Binks."
Stevens & Co., New York.
Stroh & Dorman, Barberton, O.
Superior Mach. & Engng. Co., Detroit, "Yale."
Thomas & Smith, Inc., Chicago, "Economy."
Trahern Pump Co., Rockford, Ill., "Soo," "Little Dandy."
Trojan Pump Co., Chicago.
United Engine & Mfg. Co., Hanover, Pa., "No O Manley."
Union Steam Pump Co., Battle Creek, Mich.
U. S. Elec'l Tool Co., Cincinnati (Electric).
United States Air Compressor Co., Cleveland, O.
Universal Mfg. Co., Minneapolis, "O. B."
Utility Compressor Co., Detroit.
Valle-Kimes Co., Dayton, O., "V. & K."
Varwig Mfg. Co., Cincinnati, O., "Little Giant."
Victor Electric Co., Chicago.
Wallman Mfg. Co., Milwaukee, Wis., "Acme."
Wernicke-Hatcher Pump Co., Grand Rapids, Mich.
Westinghouse Air Brake Co., Pittsburgh.
Westinghouse Elec. & Mfg. Co., Pittsburgh.
Williams-Austin Mach'y Co., Chicago.
Williams Foundry & Mach. Co., Akron, O.

PUSH BUTTONS, Electric Horn

Acme Mfg. Co., Passaic, N. J. (Bracket).
Aerofram Co., Inc., Boston, "Nu Way."
Edwards & Co., Inc., New York.
Fitzgerald Mfg. Co., Torrington, Conn.
Francis-Rand Co., Cleveland, O.
Garford Mfg. Co., Elyria, O.
MANHATTAN ELECTRICAL SUPPLY CO., N. Y.
Sparks, Withington Co., Jackson, Mich.
Rosen & Co., A. W., New York, "Rosco."
Typhoon Signal Co., Lincoln, Ill.

PUTTEES, Leather—See Leggings.

QUADRANTS—See Levers and Quadrants.

RACES, Ball—See Cups, Ball.

RACKS—See following heads:

Racks, Engine—for holding Engine in Garage.
Racks, Hat.
Racks, Robe—See Rails, Robe.
Racks, Metal, Tool & Stock.
Racks, Trunk.

RACKS, Engine, for holding engine.

St. Albans Fdry. & Implement Co., St. Albans, Vt.

RACKS, Hat.

Bridgeport Coach Lace Co., Bridgeport, Conn.
Horstmann Co., Wm. H., Philadelphia, Pa., "Columbia."
Nichol-Straight Foundry Co., Chicago, Ill.
Schlegel Mfg. Co., Rochester, N. Y.
Vogt Mfg. Coach Lace Co., Rochester, N. Y.

RACKS, Metal Tool and Stock.

Berger Mfg. Co., Canton, O.
Clark Co., W. J., Salem, O.
Cleveland Wire Spring Co., Cleveland, O.
Darby & Son Co., Edward, Phila.
Durand-Steel Locker Co., Chicago.
Federal Steel Fixture Co., Chicago.
Hetts Co., Detroit, Mich.
Lyon Metallic Mfg. Co., Aurora, Ill.
Mfg. Equip. & Engng. Co., Boston.
Merritt & Co., Camden, N. J.
New Britain Mach. Co., New Britain, Conn.
Ohio Mfg. Co., Painesville, O.
Terrells Equip. Co., Grand Rapids, Mich.
Van Dorn Iron Wks., Cleveland, O.
Western Tool & Mfg. Co., Springfield, O.

RACKS, Trunk & Luggage.

Ajax Trunk & Sample Case Co., N. Y., "Ford."
Beaver Motor Device Co., Buffalo, N. Y.
Chester Engr. & Mach. Co., Chester, Pa., "P. & S."
Conn. Steel & Wire Co., Hartford, Conn., "Standard."
Corry Metal Products Co., Corry, Pa.
Crescent Mfg. Co., New York City, "Amco."
Durand-Ferry Mfg. Co., Chicago.
Felwock Auto & Mfg. Co., Evansville, Ind.
Gemco Mfg. Co., Milwaukee.
Grip-Tight Holder Co., Norwich, N.Y.
Grossman Co., Emil, Brooklyn, N. Y., "Packard."
Halladay Co., L. P., Streator, Ill.
Highton & Sons Co., Wm., Nashua, N. H.
Metal Stamping Co., Long Island City, N. Y.
Milwaukee Auto. Spe. Co., Milwaukee.
Motor Car Supply Co., Chicago, Ill.
Neenan Tool & Mach. Wks., Rome, N. Y.
Rands Mfg. Co., Detroit, Mich.
Sargent & Ham Co., Boston, Mass.
Smith, H. Lund, Paterson, N. J.
Stannope Forge & Machine Works, Boston, Mass.
Wilcox Mfg. Co., Richard, Aurora, Ill.

RADIATOR—See following heads:

Radiator Caps—See Caps.
Radiator Cleaning Compound—See Compounds.
Radiator Fans—See Fans.
Radiator Heaters—See Heaters.
Radiator Repair Compound—See Compounds.
Radiator Thermometers—See Thermometers.
Radiator Tubing—See Tubing.

RADIATORS, Water Cooling.

Auto Metal Co., Springfield, Mass.
Auto Radiator Mfg. Co., Chicago.
Auto Radiator Mfg. Co., Los Angeles, Cal., "Flexo."
A-Z Co., New York, N. Y.
Briscoe Mfg. Co., Detroit, Mich.
Bush Mfg. Co., Hartford, Conn.
Candler Radiator Co., Detroit.
Detroit Radiator & Specialty Co., Detroit, Mich.
Diamond Mfg. Co., Detroit, Mich.
El Arco Radiator Co., New York.
English & Mersick Mfg. Co., New Haven, Conn.
Eureka Auto Parts Co., St. Louis.
Fedders Mfg. Wks., Buffalo, N. Y.
G. & O. Mfg. Co., New Haven, Conn.
Geuder, Paeschke & Frey Co., Milwaukee, Wis., (shells only).
Halihan Mfg. Co., Detroit, Mich.
Harrison Mfg. Co., Inc., Lockport, N. Y.
Hayes Mfg. Co., Detroit, Mich.
Ideal Sheet Metal Wks., Chicago, Ill.
Jamestown Car Parts Mfg. Co., Inc., Jamestown, N. Y.
KELLS MFG. CO., W. J., 521 W. 45th st., N. Y. City.
Kinsey Mfg. Co., Toledo, O., "Kinwood."
Kirschner Radiator Co., Cleveland.
Kurtzner Radiator Co., Cleveland, O.
Livingston Radiator & Mfg. Co., New York.
Long Mfg. Co., Detroit.
Martin Radiator Co., Detroit (for Trucks).
Mayo Radiator Co., New Haven.
McCord Mfg. Co., Detroit, Mich.
Metal Stamping Co., L. I. City, N. Y., "American Seamless."
Motor Radiator Corp., Buffalo, N. Y., "Dippert."
National Can Co., Detroit.
National Radiator Co., Chicago.
Penn Radiator Co., Phila., Pa.
Perfex Radiator Co., Racine, Wis.
Phila. Auto Radiator Co., Philadelphia, Pa.
Roberson, E. J., Choteau, Mont.
Rome-Turney Radiator Co., Rome, N. Y.
Sheppard Co., Chicago.
Syracuse Auto Rad Mfg. Co., Syracuse, N. Y., "Kaman Sectional."
Takeapart Radiator Co., Greensburg, Ind., "T. A. R."
Unitube Auto Radiator Co., Rochester, N. Y., "Kaman Unitube."
Wisconsin Auto Radiator Co., North Milwaukee, Wis.
Wright Cooler & Hood Co., Chicago.

RAILS—See following heads:

Rails, Foot—See Rails, Robe.
Rails, Ornamental Trimmings—See Mountings, Car Body.

RAILS, Robe.

Allen Fire Dept. Supply Co., Providence, R. I.
Alexander Mfg. Co., J., New York.
Ansonia Mfg. Co., Ansonia, Ct.
Atwood Brass Works, Grand Rapids Mich.
Auto Parts Co., Providence, R. I., "Apco."
Central Brass & Fixture Co., Springfield, O.
Chicago-Racine Aluminum, Brass & Iron Works, Chicago, Ill.
Columbus Auto Brass Co., Columbus, Ohio.
Cowles, C., & Co., New Haven Conn. (Comb. Heater & Foot Rest)
Cox Brass Mfg. Co., Albany, N. Y.
Crescent Mfg. Co., New York City.
Douglas & Lomason Co., Detroit.
Edelmann & Co. E., Chicago.
Eberhard Mfg. Co., Cleveland, O.
English & Mersick Co., New Haven.
Fuqua Bros., Richmond, Ind.
FINDEISEN & KROPF MFG. CO., 2123 Rockwell st., Chicago, Ill.
Gemco Mfg. Co., Milwaukee, Wis.
Grossman Mfg. Co., Emil, Brooklyn, N. Y.
Humboldt Mch. & Stamping Co., Long Island City, N. Y.
IMPERIAL BRASS MFG. CO., 584 So. Racine Ave., Chicago, Ill.
Jonah & George, Merrimac, Mass.
Keeler Brass Co., Grand Rapids Mich.
Kinsey Mfg. Co., Toledo, O., "Kinwood."
Lombardi Motor Co., Derby, Conn.
Medina Stamping & Machine, Medina, N. Y.
Metal Stamping Co., Long Island City, N. Y.
Minnesota Motor Robe Co., Duluth, Minn., "Brown."
Murdock Co., Jas., Jr., Cincinnati.
North & Judd Mfg. Co., New Britain, Conn.
Novelty Mfg. Co., Waterbury, Conn.
Smith, H. Lund, Paterson, N. J.
Smith & Co., Jos. N., Detroit, Mich.
Smith Mach. Co., H., Paterson, N. J.
Scribner & Bowery, Grand Rapids, Mich.
Star Brass Works, Kansas City, Mo.
Turner Brass Works, Sycamore, Ill.
Western Brass Mfg. Co., Chicago, Ill.
White Mfg. Co., Bridgeport, Conn.
Wiener-Barnet Co., Newark, N. J.
WHITEHOUSE, LE COMPTE MFG. CO., Newark, N. J.
Woodruff & Sons Co., W. W., Mt. Carmel, Conn.

RATCHET BRAKE LEVERS—See Levers, Foot.

REAMERS.

Amer. Tap & Die Co., Greenfield, Mass., "Adamantine."
Billings & Spencer Co., Hartford, Ct.
Brubaker & Bros., W. L., Millersburg, Pa.
Butterfield & Co., Derby Line, Vt.
Celfor Tool Co., Buchanan, Mich.
Chadwick & Trefethan, Portsmouth, N. H., "Critchley."
Cleveland Twist Drill Co., Cleveland, O., "Paradox," "Peerless."
Clough, R. M., Tolland, Conn.
Detroit Twist Drill Co., Detroit.
Gisholt Mach. Co., Madison, Wis.
Grant Nail Supply Co., Boston, "Turney."
Greenfield Tap & Die Co., Greenfield, Mass. "Little Giant," "Lightning," "Green River."
Harding Mfg. Co., Boston ("Martell" Aligning Reamer).
Kelly Reamer Co., Cleveland, O.
Lincoln-Williams Twist Drill Co., Taunton, Mass.
McCrosky Reamer Co., Meadville, Pa.
Morse Twist Drill & Mch. Co., New Bedford, Mass.
National Twist Drill & Tool Co., Detroit.
Ohio Reamer Co., Cleveland.
One Lock Reamer Co., New Haven.
Oswego Tool Co., Oswego, N. Y.
Pratt & Whitney Co., Hartford, Ct.
Rogers Wks., John M., Gloucester City, N. J.
Schellenbach-Hunt Tool Co., Cincinnati O., "Acme."
Standard Tool Co., Cleveland, O.
Stapf & Co., John B., Dunkirk, N. Y.
Wells & Son Co., F. E., Greenfield, Mass., "Hercules."
Whitman & Barnes Mfg. Co., Akron, O., "Diamond."

REAR LIGHT ALARMS. (Tells ing rubbing and rattling when top is closed.

RECORDERS—See Meters, Distance Recording.

RECORDERS, Time.

Adams & Co., Henry T., Chicago, "Quick Action."

RECORDERS, Travel & Stop.

American Taximeter Co., New York.
Hamilton Corp., Lancaster, Pa., "Multometer."
Hoggson, S. H., N. Y., "Joyometer."
Industrial Instrument Co., Foxboro, Mass.
Recording Speedometer Co., Newark, N. J., "Speedograph."
Service Recorder Co., Cleveland.

RECTIFIERS, Current.

(For Charging Storage Batteries.)
American Battery Co., Chicago, Ill., "Amrec," "Autrec."
Ashbrook Electric Co., Chicago.
Clapp-Eastham Co., Cambridge, Mass.
Como Electrical Co., Spring Lake, N. J., "Hickley."
Edison Storage Battery Co., Inc., Orange, N. J.
Electric Products Co., Cleveland, "Wotton."
Elec. Storage Battery & Mfg. Co., Cincinnati.
Fore Electrical Mfg. Co., St. Louis.
General Elec. Co., Schenectady, N. Y.
Little Grant Converter Co., Cleveland, O.
Murphy Electricity Rectifier Co., Rochester, N. Y.

Sirch Laboratories & Elec. Mfg. Co., Los Angeles, Cal.
United Electric Apparatus Co., Boston, Mass., "Economy."
WAGNER ELECTRIC MANUFACTURING CO., St. Louis, Mo.
Westinghouse Electric & Mfg. Co., Pittsburg, Pa. (Electrolytic) ("Cooper Hewitt" Mercury Arc).

REFLECTORS — See following heads:

Reflectors, Mirror, Lamp.
Reflectors, Parabolic.

REFLECTORS, Mirror, Lamp.

Alpha Lamp Supply Co., New York.
Bache & Co., Semon, New York.
Bausch & Lomb Optical Co., Rochester, N. Y.
General Elec. Co., Schenectady, N. Y.
Hammer Co., E. H., Cleveland.
Lancaster Lens Co., Lancaster, O.
Lohse Automobile Improvement Co., Cleveland, O., "Horse Shoe."
Macbeth-Evans Glass Co., Pittsburgh, Pa.
Matisse, C. & A., New York, N. Y.
Overbaugh & Ayres Mfg. Co., Chicago.
Rand Reflector Co., Haverhill, Mass., (Distributors Aerofram Co., Inc., Boston, Mass.)
Riley-Klotz Mfg. Co., Newark, N. J.
Rex Pipe Bending Co., Chicago.
Silvey Electric Co., Dayton, O.
Springfield Mirror Co., Springfield, Mass.
United States Optical Glass Co., Follansbee, W. Va.

REFLECTORS, Parabolic.

Adams-Bagnall Electric Co., Cleveland, Ohio, "A. B."
Apple Elec. Co., Dayton, O., "Golden Glow."
Burlington Basklet C[illegible] Burlington, Ia.
Columbus Auto Br[illegible] Co., Columbus, Ohio.
Edmunds & Jones Mfg. Co., Detroit.
Guide Motor Lamp Co., Cleveland.
Legalite Mfg. Co., New York.
Macbeth-Evans Glass Co., Pittsburgh, Pa.
Matisse, C. & A., New York (Glass).
National Reflector Co., Clarksburg, W. Va.
Pittsburgh Auto Spec. Co., Pittsburgh.
Rosen & Co., A. W., New York, "Rosco."

REFRIGERATORS.

Globe Machine & Stamping Co., Cleveland, O.
National Enameling & Stamping Co., Milwaukee. "Mesco."

REGRINDING BALL BEARINGS

Abbott-Ball Co., Elmwood Station, Hartford, Conn.
Ahlberg Bearing Co., Inc., Chicago.
Cleveland Ball Bearing Co., Cleveland.
Pruyn Ball Bearing Wks., Frankford, Pa. (Phila.).
Pruyn & Bilodean, Hyde Park, Boston, Mass.
S. B. R. Specialty Co., East Orange, N. J.
Smith Bearing & Mfg. Co., Cleveland.

REGULATORS — See following heads:

Regulators, Acetylene Pressure—See Controllers.
Regulators, Battery.
Regulators, Carburetors—See Heaters, Air for Carburetors, also Economizers, also Mixers.
Regulators, Fuel, Tank Pressure: for regulating exhaust pressure on gasoline or oil tanks.
Regulators, Voltage.
Regulators Thermostatic for Water Cooling System.
Regulators, Window Opening—See Fixtures, Window.

REGULATORS, Battery.

Economy Electric Co., Ambridge, Pa. "Anderson."

REGULATORS, Fuel, Tank Pressure; for regulating exhaust pressure on gasoline or oil tanks.

Cox Bros. Mfg. Co., Albany, N. Y
Imperial Brass Mfg. Co., Chicago, Ill.
Locke Regulator Co., Salem, Mass.
Lunkenheimer Co., Cincinnati, O.
Williams Valve Co., D. T., Cincinnati, O.

REGULATORS, Thermostatic for Water Cooling System.

Fulton Co., Knoxville, Tenn.

REGULATORS, Voltage.

Adams, Westlake Co., Chicago, "Adlake," "Newbold."
Aske Automatic Voltage Reg. Co., Duluth, Minn.

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General Elec. Co., Schenectady, N. Y., "Waynelite."
Savidge Co., Indianapolis, Ind.
Van Sicklen Co., Elgin, Ill.

RELINERS—See Protectors, Inner Tube.

REMOVERS—See following heads:

- Removers, Carbon—See Scrapers, Cylinder; see also Compounds, Cylinder Cleaning.
- Removers, Fly Wheel—See Pullers, Fly Wheel.
- Removers, Piston Ring—See Piston Ring Removers.
- Removers, Rim—See Tools, Rim Removing.
- Removers, Tire—See Tools, Tire Removing and Replacing.
- Removers, Valve—See Tools, Valve Removing.

REPAIR COUCHES—See Couches.

REPAIRERS, Spring—See Clamps, Spring Repairing.

RESTS—See following heads:

- Rests, Bow—See Separators, Bow.
- Rests, Foot—See Rails, Robe.
- Rests, Heel.

RESTS, Heel.

Auto Parts Co., Providence, R. I.
Lucas & Son, J. L., Bridgeport, Ct.
Metal Stamping Co., Long Island City, N. Y., "Ideal."
Metallic Auto Matting Co., Rochester, N. Y., "Pyrma."
Rothweiler & Co., Seattle, Wash.
Spiro Mfg. Co., C., New York.

RETAINERS, Ball—See Cups and Cones, Ball.

RETARDERS, Spark.

Bill Mfg. Co., Laporte, Ind.

RHEOSTATS, Battery Charging—

See Magnetos and Dynamos; also Rectifiers; also Charging Outfits.

RIM REMOVER—See Tools, Rim Remover.

RIMS—See following heads:

- Rims, Clincher.
- Rims, Quick Detachable.
- Rims, Removable or Demountable.
- Rims, Steel—See Rims, Clincher.
- Rims, Steering Wheel.
- Rims, Wood.

RIMS, Clincher.

American Tube & Stamping Co., Bridgeport, Conn., "Swedoh."
Copithorn Rim & Tire Co., Boston.
Kelsey Wheel Co., Detroit.
Jamesville Wheel Mfg. Co., Jamesville, N. Y.
Standard Welding Co., Cleveland, O., "Stanweld."
Twin River Co., Inc., Boston.
Weston-Mott Co., Flint, Mich.

RIMS, Quick Detachable.

Goodrich Co., B. F., Akron, O.
Goodyear Tire & Rubber Co., Akron, Ohio.
E. Z. Rim Co., Boston, Mass.
FIRESTONE TIRE & RUBBER CO., Akron, Ohio.
Houk Co., Geo. W., Philadelphia.
Howard Demountable Rim Co., Trenton, N. J.
Kelsey Wheel Co., Detroit, "Booth."
Perlman Rim Corp. (Jackson Plant), Jackson, Mich.
Pruden Co., W. K., Flint, Mich.
Standard Welding Co., Cleveland, O., "Stanweld."
Wall Mfg. Co., R. C., Phila., Pa.
Western Mott Co., Flint, Mich.

RIMS, Removable or Demountab

Baker Wheel & Rim Co., Chicago.
Copithorn Rim & Tire Co., Boston.
Detroit Demountable Rim Co., Detroit.
E. Z. Rim Co., Boston, Mass.
FIRESTONE TIRE & RUBBER CO., Akron, Ohio.
Goodyear Tire & Rubber Co., Akron.
Howard Demountable Rim Co., Trenton, N. J.,
Invincible Rim Co., Jersey City, N. J.
Kelsey Wheel Co., Detroit, "Booth."
McKay Company, Cleveland.
Michelin Tire Co., Milltown, N. J.
Motor Car Equipment Co., New York (Ford).
Nowmastic Co., New York (for filled tires).
Osborne, F. M., Anaconda, Mont.
Perlman Rim Corp. (Jackson Plant), Jackson, Mich.
Presto Inter-Rim Co., Boston.
Standard Parts Co., Cleveland, O., "Stanweld."
Swinehart Clincher Tire & Rubber Co., Akron, O.
Universal Rim Co., Chicago, Ill., "Baker."
Weston Mott Co., Flint, Mich., "Baker."

RIMS, Steering Wheel.

Acme Veneer & Body Co., Rahway, N. J.
American Wood Rim Co., Onaway, Mich.
Rostetter & Son, Louis, Ft. Wayne.
Tucker Wood Worker Co., Sidney, O
Safety Electric Rim Co., Middletown, O., "Serco."

RIMS, Wood.

American Wood Rim Co., Onaway, Mich.
Bimel Spoke & Auto Wheel Co., Portland, Ind.
Breece Mfg. Co., Portsmouth, O.
Bridgeport Wheel & Wood Bending Co., Bridgeport, Conn.
Hagerstown Spoke & Bending Co., Hagerstown, Ind.
Hayes Wheel Wks., Jackson, Mich.
Imperial Wks., Flint, Mich.
Jones & Co., Phineas, Newark, N. J
K. & C. Mfg. Co., Henniker, N. H.
Lebzelter & Son Co., P., Lancaster, Pa.
Mather, F. R., Wellsville, N. Y. (Removable).
Rastetter & Son, Louis, Ft. Wayne.
Schwarz Wheel Wks., Phila., Pa.
Tucker Bicycle Woodwork Co., Sidney, O
Von Behren Mfg. Co., Evansville, Ind.
Westchester Woodbending Co., Westchester, Pa.

RINGS, Piston.

American Piston Ring Co., Minneapolis, Minn., "Economy," "Perfection."
A. C. Non Leakable Piston Ring Co., Compton, Ill.
Albertson & Co., Sioux City, Ia., "Sioux."
Atlas Mfg. Co., Fostoria, O.
Auto Appliance Co., N. Y., "Eclipse."
Auto Eng. Wks., St. Paul, Minn., "Capitol."
Auto Parts Mfg. Co., Sioux City, Ia., "Non-Leak."
Auto & Accessories Mfg. Co., Baltimore "No Leako."
Automobile Construction & Engrg. Co., Phila., Pa., "Perfection."
Baker Valve Co., Minneapolis, Minn., "Vapor Tite."
Ballman Whitten Mfg. Co., St. Louis, Mo., "B. W."
Bilt-Rite Spec. Co., Moberly, Mo.
Blettner, Geo. H., Chicago, "Oil-tight."
Bridgeport Piston Ring Co., Bridgeport, Ct., "Never Leak."
Burd High Compression Ring Co., Rockford, Ill.
Capitol Fdry. Co., Hartford, Conn.
Chalsmith Co., The, Chicago, "Gill."
Chopa Piston Ring Co., Detroit.
Continental Piston Ring Co., Memphis, Tenn., "Hi-Comp."
Craven, Edwin T., Co., Phila., "Eclipse."
Davidson Multiple Ring Co., N. Y.
Dayton Piston Ring Co., Dayton, O.
Detroit Piston Ring Co., Detroit, "Jointless."
Du Bois Piston Ring Co., Albany, N. Y., "Randerson."
Dunham Piston Ring Co., Inc., N. Y.
Eco Mfg. Co., Boston, "Doane."
Electrical Appliance Co., Dallas, Tex., "Bryant Anti Leak."
End Oxy Appliance Co., Trenton, N. J. (Piston Head Packing Ring); "Leaktite."
Evarts Machine Co., Hartford, Ct.
Ever Tight Piston Ring Co., St. Louis, Mo.
Featherweight Piston Co., Pittsburgh (for Fords).
Hallmann-Whitten Mfg. Co., St. Louis, "B. & W." Hugger.
Hebert Mfg. Co., Franklin, N. H.
Hicks, Irl. R., Hallsville, Mo., "Gas-tite."
Hope Mch. Co. (Edwin T. Craven Co., Sole Distributors), Phila., Pa. "Eclipse."
Horst, J., Lafayette, Ind., "Tight-Wad."
Houpert Mch. Co., New York.
Inland Mch. Wks., St. Louis, Mo.
Kauffman Eng'ring Co., St. Louis.
Keys Piston Ring Co., St. Louis, "K. P."
Lake Sales Co., New York, "Wasson" (Sole Selling Agents).
Larson & Hilker, Chicago, "Peerless" (Distributors).
Lewis Elec'l Welding & Mfg. Co., Toledo, O.
Light Inspection Car Co., Hagerstown, Md.
Longaker Co., V. A., Indianapolis, "Wright" (Sole Distributor)
McCadden Mach. Wks., St. Cloud, Minn., "Leak-less."
McIntyre Mfg. Co., Columbus.
McQuay-Norris Mfg. Co., St. Louis, "Leak Proof."
Merritt, Inc., S. W., New York, "Individual Cast."
Micro Piston Ring Co., N. Y. City.
Modern Elec. & Mch. Co., Indianapolis, "R. & M."
Modern Motor Parts Co., Rockford, Ill.
Nilson-Miller Co., Hoboken, N. J., "Record."
One-in-One Piston Ring Co., Phila.
Peerless Piston Ring Co., Newark, N. J.
Peninsular Milled Screw Co., Detroit
Pennsylvania Spec. Co., New York.
Piston Ring Co., Muskegon, Mich. "Sta-tite," "Quality Snap Rings."
Ponderlick Piston Ring Co., Chicago.
Prescott Auto Parts Co., N. Y. City.
Pressure Proof Piston Ring Co. Jamaica Plain, Boston.
Reus Bros. Co., Baltimore (Vanadium).
Rittenhouse-Fleury Co., Baltimore.
Rooksby & Co., E. J., Phila., Pa.
Sealwell Piston Ring Co., Sioux City, Ia.
Smith Wm. V., Schenectady, N. Y
Spacke Mach. Co., F. W., Indianapolis.
STEVENS & CO., 375 Broadway, N. Y. City, "Three-in-One Non-Set."
Superior Auto Parts Co., Indianapolis, "R. & M."
Teeter-Hartley Motor Co., Hagerstown, Ind.
Trump Mfg. Co., Crown Point, Ind
Union Products Co., Rockford, Ill.
Wainright & Son, W. W., Connersville, Ind.

ROAD GUIDES—See Guides

ROBES, Lap.

AMERICAN BUFFALO ROBE CO., Buffalo, N. Y.
Auto-Comfort Robe Co., Gloversville, N. Y.
Automobile Apparel Co., Rochester.
Ayres & Son, Wm., Phila., Pa
B. E. Mfg. Co., New York, "Bemco."
Beckman Co., Cleveland, O.
Bishop Co., J. H., Wyandotte, Mich (Fur only).
Burlington Blanket Co., Burlington Wis., "She-fur."
Chase & Co., L. C., Boston, Mass.
Chicago Auto Robe Sup. Co., Chicago, "Spring Belt."
Crosby-Frisian Fur Co., Rochester N. Y.
Curtis & Von Bermuth Mfg. Co. New York, N. Y.
Dawson, J. & E., Phila., "Name On."
Draper Bros. Co., Canton, Mass.
Dusenbury, Louis, New York, N. Y
Gausler & Starr Co., Philadelphia Pa., "Utility," "Stormer."
Hodgman Rubber Co., New York.
Hoffman, Heany T., New York.
House & Co., L. W., Gloversville N. Y., "Auto Comfort."
Kopf-Engel Co., New York.
Monarch Mfg. Co., Fremont, O.
NEW YORK LAPROBE CO., 219 Green st., and 28-32 W. 3d st., New York.
Peirce Mfg. Co., Los Angeles, "Western."
Peters & Herron Dash Co., Columbus, O., "Invincible."
Premier Auto Novelty Mfg. Co., Inc., New York.
Riley & Co., Wm. B., Phila., Pa.
Rontoosuc Woolen Mfg. Co., Pittsfield, Mass.
Revillon Freres, New York, N. Y.
Wallace Co., Hugh, Detroit, Mich.

RODS—See following heads:

- Rods, Aluminum—See Aluminum.
- Rods, Brass—See Brass and Copper.
- Rods, Connecting—See also Forgings, Drop.
- Rods, Radius.
- Rods, Valve Timing.

RODS, Connecting Including Brake, Steering, Street, Gear Shift, etc.).

Anderson Forge & Mach. Co., Detroit, Mich.
Billings & Spencer, Hartford, Conn
Cincinnati Ball Crank Co., Oakley, Cincinnati, O.
Driggs-Seabury Ordnance Corp., Sharon, Pa.
Eberhard Mfg. Co., Cleeland, O.
Gemco Mfg. Co., Milwaukee, Wis.
Gill & Son Forge & Mach. Works Brooklyn, N. Y.
Houk Mfg. Co., Buffalo, N. Y.
Layman Pressed Rod Co., New York.
Obenberger Drop Forge Co., Milwaukee, Wis.
Prosser & Son, Thos., New York ("Krupp," Importers).
Standard Gauge Steel Co., Beaver Falls, Pa.
Standard Parts Co., Cleveland, O.
Sindel-Morris Co., Bridgstone, Pa.
Tubular Connecting Rod Co., N. Y.
Universal Machinery Co., Milwaukee

RODS, Radius.

Advance Auto Spec. Mfg. Co., Cleveland, O.
Augsten-Koch Co., Chicago.
Chippewa Fdry. & Mch. Co., Chippewa Falls, Wis.
Driggs-Seabury Ordnance Co., Sharon, Pa.
Gemco Mfg. Co., Milwaukee.
General Appliance Co., Milwaukee.
Hill-Smith Metal Goods Co., Boston (Ford).
Honn, Peter, Grand Rapids, Mich. (Ford).
Illinois Brass Mfg. Co., Chicago (Ford).
Lenolite Access. Co., Chicago, "Safety First" (Fords).
Lockwood Ash Motor Co., Jackson, Mich. (Ford).
Michigan Steel Casting Co., Detroit.
Modern Tool & Stamping Co., Chicago, Ill.
Radius Rod Co., Lamoni, Ia. (H. & M. Ford).
Randolph, H. C., Jonesville, Mich. (Ford).
Schweppe & Wilt Mfg. Co., Detroit.
Sheldon Axle & Spg. Co., Wilkes-Barre, Pa., "Anchor."
Special Equipt. Mfg. Co., Seattle, Wash., "Semco."
Southern Auto Spec. Co., Ft. Worth, Texas, "Sosco."
Standard Steel Tube Co., Toledo, O.
Townsan Auto Spec. Co., Minneapolis (Ford).
Walker Mfg. Co., Racine, Wis. (Ford).
Western Mfg. Co., Oskaloosa, Ia. (Ford).
Whitehouse-Le Compte Mfg. Co., Newark, N. J. (Ford).
Wilson's Ford Spec. Co., Buffalo, N. Y. (Ford).
Wyman-Gordon Co., Worcester, Mass.

RODS, Valve Timing.

S. B. R. Specialty Co., East Orange, N. J., "Essex."

ROLLER BEARINGS—See Bearings.

ROLLERS, Curtain.

Carey & Co., Philadelphia, Pa., "Edw. Beukauf."
Cowles & Co., C., New Haven, Conn
Lockwood Co., Newark, N. J.
White Mfg. Co., Bridgeport, Conn.

ROLLS, Tool.

Am. Rubberfelt Co., Chicago.
Atlas Spec. Mfg. Co., Chicago.
Auburn Leather Goods Co., Auburn N. Y., "Algoa."
Beckley, Ralston Co., Chicago, "B & R."
B. E. Mfg. Co., New York.
Brown Co., H. S., Bridgeport, Ct.
Dafoe, Eustice Co., Detroit, "Dub Bak."
Danziger, L., New York.
Gilbert Mfg. Co., New Haven, Ct.
Hager & Son, Chas., New York.
Hopewell Bros., Newton, Mass.
McDonald, A., Boston.
McHose & Enck Mfg. Co., Ashland, O.
Nathan Novelty Mfg. Co., New York
Niagara Fabric Mfg. Co., New York
Peirce Mfg. Co., Los Angeles, "Western."
Planet Mfg. Co., Westfield, Mass.
Premier Auto Novelty Mfg. Co., Inc., New York.
Vehicle Apron & Hood Co., Columbus, O., "Gordon."
Washington Rubber Bag Co., N. Y. City.

ROPE, Wire—See Cable, Towing.

RUBBER, Hose—See Hose.

RUBBER—See following heads:

- Rubber, Hard (Sheet, Rod or Tube).
- Rubber, Hose—See Hose.
- Rubber, Soft (Sheet and Tube).

RUBRER, Hard (Sheet, Rod or Tube).

American Hard Rubber Co., New York, N. Y.
Boston Woven Hose & Rubber Co., Boston.
Consumers Rubber Co., Cleveland, O.
Dickinson Hard Rubber Co., Springfield, Mass.
Goodrich Co., B. F., Akron, O.
Luzerne Rubber Co., Trenton, N. J
Stokes Rubber Co., Joseph, Trenton N. J.
Vulcanized Rubber Co., New York.
Wilkie Rubber Mfg. Co., Lynn, Mass.

RUBBER, Soft (Sheet and Tube).

Acme Rubber Mfg. Co., Trenton.
Boston Belting Co., Boston, Mass.
Boston Woven Hose & Rubber Co., Boston.
Cinn. Rubber Co., Cinn., Ohio.
Canfield Rubber Co., Bridgeport, Ct.
Cincinnati Rubber Mfg. Co., Cincinnati, O.
Combination Rubber Mfg. Co., Bloomfield, N. J.
Consolidated Rubber Co., New York.
Consumers Rubber Co., Cleveland, O.
Empire Rubber & Tire Co., Trenton.
Endurance Tire & Rubber Co., New York.
Essex Rubber Co., Trenton, N. J.
Faultless Rubber Co., Ashland, O.
FEDERAL RUBBER CO. of Illinois, Cudahy, Wis.
FIRESTONE TIRE & RUBBER CO., Akron, Ohio.
Goodrich Co., B. F., Akron, O.
Goodyear Tire & Rubber Co., Akron, Ohio.
Gutta Percha & Rubber Mfg. Co., New York, N. Y.
Hamilton Rubber Mfg. Co., Trenton, N. J.
Hodgman Rubber Co., New York.
Home Rubber Co., Trenton, N. J.
Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.
Johns-Manville Co., H. W., New York.
Keystone Rubber Mfg. Co., Erie, Pa.
Lee Tire & Rubber Co., Conshohocken, Pa.
Manhattan Rubber Mfg. Co., N. Y.
Mass. Chemical Co., Walpole, Mass.
Mattson Rubber Co., Lodi, Bergen Co., N. J.
Mechanical Rubber Co., Cleveland.
Miller Rubber Co., Akron, Ohio.
N. J. Car Spring & Rubber Co., Jersey City, N. J.
New York Belting & Packing Co., New York, N. Y.
Parker-Stearns Co., Brooklyn, N. Y.
PENNSYLVANIA RUBBER CO., Jeannette, Pa.
Peerless Rubber Mfg. Co., New York.
Plymouth Rubber Co., Canton, Mass.
Republic Rubber Co., Youngstown.
Revere Rubber Co., Boston, Mass.
Seamless Rub. Co., New Haven, Ct.
Stokes Rubber Co., Joseph, Trenton.
Thermoid Rubber Co., Trenton, N. J., "Braidoid."
Trenton Rubber Mfg. Co., Trentno.
United States Tire Co., New York.
United & Globe Rubber Mfg. Cos., Trenton, N. J.
Victor Rubber Co., Springfield, O.
Voorhees Rubber Mfg. Co., Jersey City, N. J.
Whitehead Bros. Rubber Co., Trenton, N. J.
Whitman & Barnes Mfg. Co., Akron.

RUBBER CEMENT—See Cement, Tire Repair.

RUNNING BOARDS.—See Steps.

SAFETY VALVES for tires—See Valves, Tire, Safety or Relief.

SALTS, Soldering.

Allen Co., Inc., L. B., Chicago, Ill.
Burnley Battery & Mfg. Co., North East, Pa.

SCRAPERS, Cylinder, for removing Carbon from inside of Cylinder. For Cylinder Cleaning Compounds, see compounds.

Alert Tool Co., Philadelphia.
Beckley-Ralston Co., Chicago, "B & R."
Braunsdorf-Mueller Co., Elizabeth, N. J.
Buffum Tool Co., Louisiana, Mo.
Crescent Mfg. Co., New York.
Gemco Mfg. Co., Milwaukee, Wis.
Hayes File Co., Detroit.
Kraeuter & Co., Newark, N. J.
Marcy Tool Wks., Putnam, Conn.
Mischener, E. S., New Castle, Pa. (Chain).
Morgan Mfg. Co., Newport, R. I.
Mound Tool & Scraper Co., St. Louis, Mo.
Nelson Mfg. Co., A., Chicago, Ill.
Poorman Co., Inc., J. E., Phila.
Steele & Collins Co., Los Angeles, Cal., "Vail."
STEVENS & CO., 375 Broadway, N. Y. City.
Vichek Tool Co., Cleveland.
Western Tool & Mfg. Co., Springfield, O., "Lutz."

SCRAPERS, Foot for Running Board.

National Motor Supply Co., Clev., O.

SCREW MACHINE PRODUCTS.

Albaugh-Dover Co., Chicago, Ill.
Alexander & Cox Co., Chicago.
American Ball Co., Providence.
Ansonia Mfg. Co., Ansonia, Conn.
Anthony Screw Co., Worcester, Mass.
Ashley Machine Works, Rochester, N. Y.
Atlas Bolt & Screw Co., Cleveland.
Atlas Foundry Co., Columbus, O.
Attwood Brass Works, Grand Rapids, Mich.
Babson-Dow Mfg. Co., Boston.
Barnes Co., Wallace, Bristol, Conn.

Belvidere Screw & Machine Co., Belvidere, Ill.
Blair Tool & Machine Works, New York.
Blake & Johnson Co., Waterbury, Ct.
Bridgeport Metal Goods Mfg. Co., Bridgeport, Conn.
Bunting Brass & Bronze Co., Toledo, O.
Canfield Brake Co., Corning, N. Y.
Cassaday-Fairbank Mfg. Co., Chicago.
Central Machy. & Supplies Co., Inc., New York.
Chicago-Racine Aluminum, Brass & Iron Works, Chicago.
Chicago Screw Co., Chicago.
Cincinnati Ball Crank Co., Cincinnati.
Clark Novelty Co., Rochester, N. Y.
Climax Machinery Co., Indianapolis.
Corbin Screw Corp., New Britain, Ct.
Critchley Machine Screw Co., Worcester, Mass.
Curtis Screw Co., Buffalo, N. Y.
Defiance Screw Machine Products Co., Defiance, O.
Detroit Screw Works, Detroit.
Driggs-Seabury Ordnance Corp., Sharon, Pa.
Eberhard Mfg. Co., Cleveland, O.
Edelman & Co., E., Chicago.
Eastern Machine Screw Corp., New Haven, Conn.
Faries Mfg. Co., Decatur, Ill.
FINDEISEN & KROPF MFG. CO., 2123 Rockwell st., Chicago, Ill.
Fischer Special Mfg. Co., Cincinnati, O.
Fries & Co., Buffalo, N. Y.
Garvin Machine Co., New York.
Gleason-Peters Air Pump Co., Brooklyn.
Greer, Frederic, Chicago, Ill.
H. & M. Screw Co., Fostoria, O.
Hampden Machine Screw Co., Springfield, Mass.
Hancock Mfg. Co., Charlotte, Mich.
Hanson Bros., Plainville, Ct.
Hartford Machine Screw Co., Hartford, Ct.
Hill Co., Geo. Q., Boston.
Ideal Brass Co., Indianapolis.
IMPERIAL BRASS MFG. CO., 1200 W. Harrison St., Chicago, Ill.
Jeffery-DeWitt Co., Detroit, Mich.
Kales-Haskell Co., Detroit.
Keyless Lock Co., Indianapolis.
Liggett Spring & Axle Co., Monongahela, Pa.
Link-Belt Co., Indianapolis.
Machine Parts Co., Elyria, O.
McLean-Heames Co., Detroit.
Michigan Screw Co., Lansing, Mich
Milholland Machine Co., W. K., Indianapolis.
Moore, George W., Boston.
Mossberg Co., Frank, Attleboro, Mass.
Murcott-Duden Co., Inc., New York.
National Acme Mfg. Co., Cleveland.
National Cycle & Mfg. Co., Bay City, Mich.
National Sewing Machine Co., Belvidere, Ill.
Nelson Mfg. Co., A., Chicago.
New Haven Machine Screw Co., New Haven, Ct.
Niagara Brass Manufactory, Buffalo.
Ohio Metal Products Co., Dayton, O.
Paragon Brass Works, New York.
Peninsular Milled Screw Co., Detroit.
Perry-Fay Mfg. Co., Elyria, O.
Philadelphia Machine Screw Works, Phila., Pa.
Presbrey Co., E. H., Inc., New York.
Ramsdell Specialty Co., Worcester, Mass.
Reed & Prince Mfg. Co., Worcester, Mass.
Reese Machine & Tool Works, S., Plymouth, Pa.
R. & H. Platinum Wks. of Roessler & Hasslacher Chemical Co., N. Y.
Rich Mfg. Co., Somerville, Mass.
Ross Machine Co., Lafayette, Ind.
Rummel Machine Screw Co., Cleveland.
Rutter & Co., A. T., New York.
Screw Machine Products Corp., Providence.
Service Gear & Mch. Co., Reading, Pa.
St. Louis Screw Co., St. Louis.
Sier-Bath Co., New York.
Snow-Dole-Richards Co., New York.
Standard Machine Screw Co., Cincinnati.
Standard Mfg. Co., Bridgeport, Ct.
Steele & Johnson Mfg. Co., Waterbury, Ct.
Sterling Mach. Co., Norwich, Ct.
Turner Brass Works, Sycamore, Ill.
U. S. Automatic Co., Amherst, O.
Universal Machine Screw Co., Hartford, Ct.
Voelkner & Harry Mfg. Co., Detroit.
Wallace Barnes Co., The, Bristol, Conn.
Waterbury Mfg. Co., Waterbury, Ct.
Western Automatic Machine Screw Co., Elyria, O.
Western Brass Mfg. Works, Chicago.
Worcester Machine Screw Co., Worcester, Mass.

SCRIBERS, Machinists'.

Braunsdorf-Mueller Co., Elizabeth, N. J.
Brown & Sharpe Mfg. Co., Providence, R. I.
Goodell-Pratt Co., Greenfield, Mass.
Johnson, Wm., Newark, N. J.
Starrett Co., L. S., Athol, Mass.
West Haven Mfg. Co., New Haven, Conn.

SEARCHLIGHTS—See Lamps, Electric.

SEAT COVERS—See Covers, Slip and Top; see also Tops.

SEATS.

American Auto Top Mfg. Co., Chicago, Ill.
Amesbury Brass & Fdy. Co., Amesbury, Mass.
Anderson & Co., F. W., Philadelphia, Pa., "20th Century."
Belfast Mfg. Co., Cincinnati, O.
Borbein Auto Co., St. Louis, Mo.
Buffington & Co., C. A., Berkshire, N. Y. (Folding Chairs).
Central Mfg. Co., Connorsville, Ind.
D'Arcy Spring Co., Kalamazoo, Mich. (Cushion).
Dann Bros. & Co., New Haven, Ct.
Davis & Schegg Co., New York.
Eberhard Mfg. Co., Cleeland, O.
Freeman Mfg. Co., Geo. B., Racine, Wis
Grand Haven Auto Body Co., Grand Haven, Mich.
Hodge & Graves, Amesbury, Mass., "Luxury."
Hill Mfg. Co., Buffalo, N. Y.
Hume Carriage Co., Boston, Mass.
Indianapolis Dash Co., Indianapolis.
Keystone Sheet Metal Co., Pitts., Pa.
Kimball & Co., C. P., Chicago, Ill.
McKinnon Dash Co., Buffalo, N. Y.
Robertson, G. W., Mt. Vernon, Ind., "Ideal."
Rogers & Co., E. F., Phila., Pa.
Schubert Bros. Gear Co., Oneida, N. Y.
Sterling Top & Equipment Co., New York.
Union Carriage & Rattan Co., Ohio Falls, Ind.
Whipple, R. W., Binghamton, N. Y.
Woodruff & Sons Co., W. W., Mount Carmell, Conn.

SEPARATORS—See following heads:

Separators, Bow; for preventing rubbing and rattling when top is closed.
Separators, Gasoline; for use between tank and carbureter—For ordinary strainers see Funnels.

SEPARATORS, Bow: for preventing rubbing and rattling when top is closed.

Adams Mfg. Co., Kansas City "Perfect."
Amesbury Brass & Fdy. Co., Amesbury, Mass.
Atwood Brass Works, Grand Rapids, Mich.
Auto Equipment Co., Philadelphia, Pa., "Paxon."
Auto Parts Co., Providence.
Auto Specialties Mfg. Co., Chicago, Ill., "Bair."
Cowles & Co., C., New Haven, Conn.
Crandall, Stone & Co., Binghamton, N. Y., "Pioneer."
Eberhard Mfg. Co., Cleeland, O.
FINDEISEN & KROPF MFG. CO., 2123 Rockwell st., Chicago, Ill., "Rayfield."
Gemco Mfg. Co., Milwaukee, Wis. "Evertight," "Milwaukee."
Gilliam Mfg. Co., Canton, O., "Ideal," "Ideal-Jiffy," "Eureka," "Eureka-Jiffy."
Halladay & Co., L. P., Streator, Ill.
Jonah & George, Merrimac, Mass.
Keeler Brass Co., Grand Rapids, Mich.
Metal Stamping Co., L. I. City, N.Y.
Murphy, G. W. J., Merrimac, Mass.
Mechanical Rubber Co., Cleveland, O.
PENNSYLVANIA RUBBER CO., Jeannette, Pa.
Scherer & Co., H., Detroit, Mich.
Smith & Co., Jos. N., Detroit, Mich.
Springfield Auto Top & Upholstery Co., Springfield, Mass., "Never Rub."
Taylor Co., H. D., Buffalo.
Thompson Mfg. Co., Watertown, Mass., "Bow Hold Fast."
Vehicle Top & Supply Co., St. Louis, Mo., "Visco."
Victor Rubber Co., Springfield, O.
Western Brass Mfg. Works, Chicago.
Wiener-Barnat Co., Newark, N. J.
Woodruff & Sons Co., W. W., Mt. Carmel, Conn.
Young, O. W., Newark, N. J.

SEPARATORS, Gasoline, for use between tank and carbureter—For ordinary strainers see Funnels.

Allen Wrench & Tool Co., Providence, R. I.
Attwood Brass Wks., Grand Rapids, Mich.
Bingham Mfg. Co., Cleveland, O., "Shurecleen."
Bousman Mfg. Co., Grand Rapids, Mich., "Autofilter."
Breeze Carburetor Co., Newark, N. J.
Central Brass & Fix. Co, Springfield, O., "Puritan."
Crum-Wiely Mfg. Co., Peru, Ind.
Entorf Filter Co., Ambey, Ill.
FINDEISEN & KROPF MFG. CO., 2123 Rockwell st., Chicago, Ill.
Gleason-Peters Air Pump Co., Brooklyn, N. Y.
Gray-Hawley Mfg. Co., Detroit.
Garlock Auto Specialty Co., Palmyra, N. Y., "Airburetor."
Halladay & Co., L. P., Streator, Ill.
Hancock Mfg. Co., Charlotte, Mich
IMPERIAL BRASS MFG. CO., 584 So. Racine Ave., Chicago, Ill.
Keyes, Frank E., New York, "Advance."
Lunkenheimer Co., Cincinnati, O
Marvel Carbureter Co., Indianapolis.
Michigan Lubricator Co., Detroit (Sediment Trav and Reserve Suvply Valve).
Mosler Co., A. R., Mt. Vernon, N. Y.
Motor Car Supply Co., Chicago, Ill.
National Gauge & Equipment Co., La Crosse, Wis.
Nat'l Sales Co., Boston, "Ellis."
Powell Co., The Wm., Cincinnati.
Randall-Miller Co., Boston, "R. M."
Reynolds, Geo. T., Providence, R. I
Scribner & Bowery, Grand Rapids, Mich., "Atwood."
Standard Gasoline Filter Mfg. Co., Attleboro, Mass., "No Klog."
Standard Thermometer Co., Boston.
Sterling Machine Co., Norwich, Conn "Leavitt."
10 in 1 Strainer Co., Inc., Brooklyn, N. Y.
Turner Brass Works, Sycamore, Ill., "Martin."
Vac Liquid Equip. Co., Cedar Rapids, Ia.
Western Brass Mfg. Wks., Chicago
Williams Valve Co., D. T., Cincinnati O.
Wheeler & Schebler, Indianapolis.
Zerk Mfg. Co., Cleveland, O.

SHACKLES & LINKS, Spring.

EBERHARD MFG. CO., Cleveland, O.

SHADES AND DIMMERS, Headlight.

Aderente Non Blinding Device Co., Jersey City N. J.
Art Metal Mfg. Co., Cleveland, O., "Amco."
Anbeuf Co., F. H., Oneida, N. Y.
Avery Co., P. L., Milwaukee (Prism Glass Lamp Bulb).
Chaney Co., L. F., Springfield, O.
Cherry, Inc., A. L., Boston, Mass., "Fracto."
Chicago Dimmer Co., Chicago, Ill.
Corning Glass Works, Corning, N. Y.
Dayton Dimmer Co., Dayton, O.
Distributors & Mfg. Co., Chicago, Ill., "Monarch."
Eclipse Headlight Shade Co., Syracuse, N. Y.
Essenkay Products Co., Chicago (compound to pour over glass of headlights).
Faw, Inc., J. H., New York.
Federal Sign System (Electric), Chicago.
Fracto Specialty Co., Boston
H. M. Mfg. Co., Providence, R. I.
Handy Dimmer Co., Grand Rapids, Mich.
Heinze Elec. Co., Lowell, Mass., "Ames" Deflector.
Hick-Meyer Deflector Co., Toledo, O
Lawson Co., F. H., Cincinnati. "Lawco" (Deflector).
Legalite Corp., Boston.
Lenon Mfg. Co., Willimantic, Conn.
Matisse, C. & A., N. Y., "No-Glare."
Minute Mfg. Co., Buffalo, N. Y., "Stryker."
Moller Mch. Co., New Rochelle (Steel Visor Snapped on Lamp).
Monarch Carriage Goods Co., Cincinnati, O.
Morse, Frank W., Boston, Mass.
Motor Appurtenances Corp., N. Y. ("Natural Eye").
Mulchahey, Howard F., Providence, R. I.
N. G. S. Deflector Co., Columbus, O. (Headlight deflector).
Novelty Mfg. Co., Waterbury, Conn.
O-U-Lite Co., Racine, Wis.
Paro, H. G., Chicago, "Klearglow."
Peters & Herron Dash Co., Columbus, O., "Invincible."
Pellet's Magneto Exchange, Chicago, "Dim-A-Light."
Percy, F. E., Cleveland, "Rexlite."
Perrin Mfg. Co., Detroit, "No Glare."
Pfahler, W. I., Toledo, O.
Purfex Mfg. Co., Phila., "Full Ray Deflectors."
Reynolds-Browne Co., Chicago, "Arbeco."
Russell & Co., T. F., Boston, Mass (sole distributers) "Dim-Down."
Suburban Ltg. & Gas Eng. Co., Toledo, "Dimit."
Servus Equipm't Co., Newark, N. J.
Lancaster Lens Co., Lancaster, O.
Selling &Mfg. Co., Cleveland, O.
Smith Bros., Auburn, N. Y. (Sole Selling Agents).
Smith-Standard Co., Cleveland, "Rexlite" (Deflector).
Springfield Auto Deflector Co., Inc., Springfield, O., "Wheeler."
Stryker, C. L., Buffalo, N. Y. (Deflector).
Universal Auto Parts Co., Columbus, O., "Deflex."
Van Sicklen Co., Elgin, Ill.
Vapor Valve Co., St. Louis, Mo., "Shinerite."
Vesta Accumulator Co., Chicago.
Wanner Mfg. Co., Chicago, Ill., "Ajax."
Ward Leonard Elec. Co., Bronxville, N. Y., "Nodaz" (electrically controlled).

SHAFTS, Flexible.

Chicago Flexible Shaft Co., Chicago.
Coates Clipper Mfg. Co., Worcester.
Gem Mfg. Co., Pittsburg, Pa.
Plank Flexible Shaft Mach. Co., Grand Rapids, Mich.
Stow Flexible Shaft Co., Phila., Pa
Webb Mfg. Co., Newark, N. J.
White Dental Mfg. Co., S. S., Phila

SHAPERS—See following heads.

Shapers, Metal.
Shapers, Wood.

SHIELDS—See following heads:

Shields, Dust.
Shields, Eye—See Goggles.
Shields, Glare.
Shields, Preventing Hot Air from Engine coming through Pedal Slots.
Shields, Rain.
Shields, Tonneau—See Windshields, Glass.
Shields, Wind, Glass—See Wind Shields, Glass; for rubber or cloth wind shields see Tops and Boots.

SHIELDS, Dust.

Hayes Mfg. Co., Detroit.
Snow & Co., N. H., Binghamton, N. Y., "Jap."

SHIELDS, Glare.

Anti Glare Co., Davenport, Ia.
Breth Dimmer Co., A. H., Mason City, Ia. (Mounted on Windshield to Keep Glare from Driver's Eyes).
Cox, David H., Roselle, N. J.
Dazzle Dimmer Co., Springfield, Mass. (Mounted on Windshield to keep glare from Driver's eyes).
Freeman Glare-Killer Corv., Norfolk, Va., "Glarekiller."
Greenwood Mfg. Co., East Templeton, Mass. ("Glargon" Elec. Bulb).
Randall-Falchney Co., Boston, Mass., "Glaroscope."
Staude Mfg. Co., E. G., St. Paul, Minn.
Tobey, Wm. L., 6 Lewis st., East Boston, Mass.

SHIELDS, Preventing Hot Air from Engine Coming Through Pedal Slots—See also Fenders Heat in Ford Section.

Heat Deflector Co., Baltimore, Md.
Mattson Rubber Co., Lodi, N. J.
METAL SPECIALTIES MFG. CO., INC., 338-352 No. Kedzie Ave., Chicago, Ill., "Presto Car-Cool."
Pines Mfg. Co., Chicago.

SHIELDS, Rain.

Frey Mfg. Co., Chicago, "U-Can-C."
Troy Carriage Sunshade Co., Troy, O.

SHIFTS, Gear—See following heads:

Shifts, Gear, Electric.
Shifts, Gear, Pneumatic.
Shifts, Gear, Mechanical.

SHIFTS, Gear, Electric.

Cutler-Hammer Mfg. Co., Milwaukee, Wis., "Vulcan," "C. H."

SHIFTS, Gear, Pneumatic.

Bungay Mfg. Co., Brooklyn, N. Y.
Gray Pneumatic Gear Shift Co., Chicago, Ill.
Research Co., Chicago, "Gray."

SHIFTS, Mechanical.

Grand Rapids Show Case Co., Grand Rapids, Mich., "Vanderveld."
Lewis Mfg. Co., Phila., Pa.
Mechano Gear Shift Co., Grand Rapids, Mich.
Walrath, B. A., Rock Valley, Ia.

SHIMS—

Faw, Inc., J. H., New York (Package Assorted Shims).
Field & Co., Inc., Philadelphia, Pa.
Fitzgerald Mfg. Co., Torrington, Ct.
Goodwin & Kintz Co., Winsted, Ct.
Kales-Haskel Co., Detroit.
Kirkhaefer Mfg. Co., Milwaukee.
Laminated Shim Co., Inc., N. Y.
McCord Mfg. Co., Detroit.
National Can Co., Detroit.
National Leather Mfg. Co., Niles, Mich.
Smith Co., A. O., Milwaukee.
Unique Findings & Supply Co., Providence, R. I., "Ufasco."
Worcester Pressed Steel Co., Worcester, Mass., "Presteel."

SHOCK ABSORBERS, Auxiliary and Supplementary Springs.

A. & J. Mfg. Co., Binghamton, N. Y., "Mondex."
Air Shock Absorber, Boston, Mass.
Allen Iron & Steel Co., New York, "Allsco."
Ames & Co., R. G., Chicago, Ill., "U. S."
Anderson Spring Co., Minneapolis.
Auto Accessory Mfg. Co., Canisteo, N. Y., "Eureka."
Auto Devices Co., St. Louis, Mo., "Pamco."
Auto Device Mfg. Co., Milwaukee, Wis., "Adco."
Badger Craft Shops, Sheboygan, Wis., "Crafty."
B. B. Mfg. Co., Chicago, "Palace."
B. & B. Shock Absorber Co., Brockwayville, Pa.
B. & L. Auto Lamp Co., New York, "U. S."
B. & R. Shock Absorber Co., Phila.
Blackledge Mfg. Co., John W., Chicago, Ill., "Velvet."
Brooks-Ward Supply Co., Inc., Baltimore, Md. ("Le Telesco," Imported).
Brown Co., Syracuse, "None Such."
Buckeye Suspension Co., Cleveland, O., "Greaser."
Burrows-Overton Co., New York.
Central Brass & Fixture Co., Springfield, O., "Buckeye."
Clark Bros. Spring Wks., Fresno,
Collins Co., E. P., Danville, Ill.
Comfort Shock Absorber Co., Hempstead, L. I.
Connecticut Shock Absorber Co., Meriden, Conn.
Cox Brass Mfg. Co., Albany, N. Y., "E-Zer," "Coxajusto," "C. C."
Curtis & Glennon, Chicago, Ill., "Curtis."
Davenport Shock Absorber Co., Davenport, Ia.
D. M. Shock Absorber Co., Kentland, Ind.
Doront, Frank, Paterson, N. J., "Columbia."
Duplex Cantilever Spring Co., Chicago (for Fords).
Erie Motor Specialty Co., Erie, "Duplex" (combined Shock Absorber & Rebound Check).
Flentje, Ernest, Cambridge, Mass.
Falkenhainer & Co., St. Louis, "Ride Easy."
Forest City Electric Co., Cleveland, O., "E. Z. Rider" (for Fords).
Fox Pneumatic Shock Absorber Co., Phila., Pa.
FRAZER LUBRICATOR CO., Chicago, Ill., "Catpaw."
Friction Shock Absorber Co., Kingston, N. Y.
Gabriel Horn Mfg. Co., Cleveland, O., "Foster."
Gemco Mfg. Co., Milwaukee, Wis.
Garden City Spring Wks., Chicago, "Radial Elliptic."
General Appliance Co., Milwaukee, Wis., "G. A."
Genessee Mfg. Co., Rochester, N. Y.
Geschwa Shock Absorber Co., New York, N. Y.
Globe Engineering Co., South Bend, Ind. (for Fords).
Greb Co., Boston, "Cunard."
Grossman Co., Emil, Brooklyn, N. Y. (Hydraulic) for Fords.
Gurney, C. S., Portsmouth, N. H.
H. & D. Co., Inc., Goodland, Ind., "Aitchandee" (for Fords).
Halladay Co., L. P., Streator, Ill.
Hartford, Inc., Edward V., Jersey City, N. J., "Truffault Hartford."
Harper Buggy Co., Columbia City, Ind. (for Fords).
Hassler, Robt. H., Indianapolis, Ind.
Helical Shock Absorber Co., Louisville, Ky.
HERZ & CO., 245 W. 55th st., New York, "Eclipse."
Home Light Co., Milwaukee, "Forgesteel."
Hoover Co., W. H., New Berlin, O.
Hoover-Parsons Spring Co., Fresno, Cal.
Houdaille Shock Absorber Co., N. Y.
Hudson Export & Import Co., New York, "A. V." (Imported).
Humboldt Mch. & Stamping Co., L. I. C., N. Y., "Ridewell" (Ford).
Indianapolis Bolster Spring Co., Indianapolis, Ind., "Victor."
Interstate Mfg. Co., Danville, Ill.
Jenney Shock Absorber Co., Indianapolis, Ind.
J. M. Shock Abs. Co., Philadelphia.

Jolt Preventer Mfg. Co., Bridgeton, N. J.
Johns-Manville Co., H. W., New York.
K. W. Ignition Co., Cleve., O. (for Fords).
Kanesteo Mfg. Co., Canisteo, N. Y., "Eclipse."
Kentzinger Vehicle Shock Absorber Co., St. Louis, Mo.
Kenyon Co., R. L., Waukesha, Wis.
Keystone Shock Absorber Co., Pittsburgh, Pa.
Keystone Spring Wks., Philadelphia, "Simflex."
Kilgore Mfg. Co., Boston, Mass., "Kilgore."
Knojah Shock Abs. Co., Lexington, Mass.
Koeb, Thompson.
Landis Eng'g & Mfg. Co., Waynesboro, Pa.
Laporte, Chas., Detroit, Mich.
Le Telesco Co., Baltimore, Md.
Manistee Iron Works, Manistee, Mich.
Martin Shock Absorber Co., Los Angeles, Cal.
Mayo Mfg. Co., Chicago, "Skinner."
Mesinger Mfg. Co., H. & F., New York.
Metal Stamping Co., Long Island City, New York.
Miller & McLean, N. Y., "Hup," (for Hupmobiles only).
Mitchell Shock Absorber Co., Lawrence, Mass., "Ford T."
Motor Spec. Co., Waltham, Mass., "Mitchell."
Mutual Auto Accessories Co., New York, "Victor."
Murdock, John C., Brodhead, Wis.
National Appliance Co., Grinnell, Ia., "Naco."
National Shock Absorber Co., Grand Rapids, Mich.
Nat'l Spring & Wire Co., Albion, Mich., "Rocky Road."
New Era Spring & Spec. Co., Detroit.
Noxal Co., Chicago.
Oil Tempering Spring Co., Chicopee Falls, Mass., "Napoleon."
Pacific Leather Works, Oakland, Cal., "Sierra."
Peerless Motor Specialty Co., Inc., New York, "Duplex."
Picard & Co., A. J. (Sole Agents), New York, "O-M-C."
Polley & Co., C. G., Cambridge, Mass.
Powers Spring Co., New York.
Puritan Mch. Co., Detroit, "New Era."
R. & R. Mfg. Co., Elgin, Ill., "Flexible Rider" (for Fords).
Racine Handy Mfg. Co., Racine, Wis., "Handee."
Right Motor Spec. Co., Chicago.
Robertson, Geo. W., Mt. Vernon, Ind. (Comb. Seat).
Rupe & Kemp, Muncie, Ind., "Parker."
Safety Mfg. Co., Quincy, Ill.
Sager Co., J. H., Rochester, N. Y., "Peerless," "J. H. S."
Schwarz Spring Co., Philadelphia.
Sed Mfg. Co., Phila., Pa., "S. & R."
Shippey Co., Geo. E., Pittsfield, Mass.
Silvex Co., S. Bethlehem, Pa., "Bethlehem."
Simplex Auto Spec. Co., Detroit, "Yankee."
Smith, H. Lund, Paterson, N. J., "Lund."
Steel City Elec. Co., Pittsburgh, "Keystone."
Sunvold & Larson, Sacred Heart, Minn. (Fords).
Superb Mfg., Inc., Remington, Ind.
Thomas Auxiliary Spring Wks., Canisteo, N. Y.
Temco Elec. Motor Co., Leipsic, O., "Alta."
Tinkham Suspension Co., Chicago (Pneumatic Spring).
Triple Action Spring Co., Chicago, "Johnson" (For Fords). "Ames."
Turner Brass Works, Sycamore, Ill., "Roadmaker." "Pagel."
Twin Spring Co., Boston (Fords).
U. S. Auto Bumper Co., Chicago, "McGregor's."
U. S. E., Inc., New York.
U. S. Rapid Fire Gun & Powder Co., Derby, Ct., "Westinghouse."
Universal Rim Co., Chicago, "Stone."
Universal Shock Eliminator Co., New York, "U. S. E."
Vehicle Spec. Co., Hartford, Conn., "King-Flex."
Volute Spring Shock Absorber Co.,
Walker Mfg. Co., Racine, Wis., Mt. Vernon, N. Y., "Rex," "Steelbilt," "Cushionet."
Webber & Co., Phillip H., Hoopeston, Ill., "W. & C."
Weeber Mfg. Works, C. F., Albany, N. Y.
Westinghouse Air Spring Co., New Haven, Conn.
Wolverine Motor Co., Erie, Pa., "Hoover."

SHOES—See Tires.

SIGNALS, Rear Traffic.

Adams Co., E. S., Columbus, O., "Columbus."
B. A. T. Sales Co., Philadelphia, Pa., "D. & M."
Detroit Safety Signals Co., Detroit, "Dolan."
Drabold & Mott Mfg. Co., Detroit, "D. & M."
Jay & Dee Specialty Co., Inc., N. Y.
Johns-Manville Co., H. W., New York, "J. M."
Lexington Signal Co., Lexington, Ky.
Mosler & Co., A. R., Mt. Vernon, N. Y.
Nat'l Lamp & Signal Wks., Chicago, "Director."
Nafra Co., Inc., N. Y.
Nokolyd Signal Co., New York.
Perfecto Light Co., Des Moines, Ia.
Pittsburgh Elec. Spec. Co., Pittsburgh ("Safety First," fastens on Back of Glove.
Quartette Auto Signal Co., Los Angeles (Comb. Front and Rear).
Rear Safety Signal Sales Co., Baltimore.
Rose Mfg. Co., Philadelphia, "Neverout."
Rotherwich, A. P., St. Louis, Mo. (Combination Tail Light and License Holder).
Semaphor Auto Signal Co., New York.
Sherman-Crane Signal Co., Denver.
Stafford, Ill., Auto Lamp and No. Co., Chicago.
Standard Signal Lamp Co., Bridgeport, Conn., "3 in 1 Standard."
Universal Vehicle Signal Co., Buffalo.
United States Safety Signal Co., Detroit.
Vaughan, C. S., New Rochelle, N. Y.
Warner, S. T., New York City.

SIGNS Electric.

FEDERAL SIGN SYSTEM (Electric) Lake & Desplaines sts., Chicago, Ill.

SIREN HORNS—See Horns.

SILENCERS—See Mufflers.

SKIDDING PREVENTENS—See Bands, Anti-Skid; also Chains, Tire; also Protectors, Tire.

SLEEVES, Tire Repair, for protecting repairs.

Alsten & Goulding, Worcester, Mass., "Alding."
American Tire & Rubber Co., Akron, Ohio.
Atlas Rubber Co., Chicago.
Batavia Rubber Co., New York.
Chicago Rawhide Mfg. Co., Chicago.
Continental Rubber Werks, Erie, Pa
Cox, David, Roselle, N. J.
Davis, W. C., Brockton, Mass., "Star."
Double Fabric Tire Co., Auburn, Ind., "Emergency." "Hook-On."
Empire Rubber & Tire Co., Trenton.
Endurance Tire & Rubber Co., New York (Rubber).
Essex Rubber Co., Inc., Trenton.
FIRESTONE TIRE & RUBBER CO., Akron, Ohio.
G. & J. Tire Co., Indianapolis, Ind.
Goodrich Co., B. F., Akron, O.
Goodyear Tire & Rubber Co., Akron.
Gaulois Tires Corp., New York.
General Tire & Rubber Co., Akron, O., "K. C."
Graton & Knight Mfg. Co., Worcester, Mass.
Hagstrom Bros. Mfg. Co., Lindsborg, Kans.
Hopewell Bros. & Co., Newton, Mass.
Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.
Johnson, W. L., Endicott, N. Y., "Utility."
Keystone Rubber Mfg. Co., Erie, Pa., "Imperial."
Kimball Tire Case Co., Council Bluffs, Ia.
Legnard & Co., A. B., Waukegan, Ill.
Marathon Tire & Rubber Co., Cuyahoga Falls, O.
Mesinger Mfg. Co., H. & F., New York.
Michelin Tire Co., Milltown, N. J.
Polson Rubber Co., Kansas City.
Regent Rubber Co., Denver, Colo.
Universal Tire Protector Co., Angola, Ind.
Voorhees Rubber Mfg. Co., Jersey City, N. J., "Ideal."
Wearwell Rubber Co., Marion, Ind.
Woodworth Mfg. Corp., Niagara Falls.
Zimmerman Rubber Co., Alexandria, Ind.

SLIP COVERS—See Covers, also Tops.

SNUBBERS, or Rebound Straps.

Central Brass & Fixture Co., Springfield, O., "Buckeye."
Cox Brass Mfg. Co., Albany, N. Y.
Gabriel Mfg. Co., Cleveland, O., "Foster."
Gemco Mfg. Co., Milwaukee, Wis.
Hoover Co., W. H., New Berlin, O.
Mesinger Mfg. Co., H. & F., New York.
Rupe & Kemp, Muncie, Ind., "Parker."

SOAP—See following heads:

Soap, Body and Cushion—See also Polish, Body and Cushion.
Soap, Hand.

SOAP, Body and Cushion—See also Polish, Body and Cushion.

Amber & Kleuser Co., Indianapolis, Ind.
American Oil Co., Jackson, Mich., "Aemeco."
Arnold, N. B., Brooklyn, N. Y., "Slikup."
Atlantic Refining Co., Cleveland, O., "Arcoline."
Auto Specialty Co., Indianapolis, Ind., "Kareful Kleanser."
Baum's Castorine Co., Rome, N. Y.
Bell Oil Co., St. Louis, Mo., "Liberty Bell."
Boston Blacking Co., East Cambridge Mass., "Be-Be-Co."
Cataract Refining & Mfg. Co., Buffalo, N. Y.
Cincinnati Oil Wks. Co., Cincinnati, O., "Sanet."
Colgate & Co., Jersey City, N. J., "Motor Gloss."
Columbia Refining Co., New York, "Amberzo."
Corliss Supply Co., St. Louis, Mo.
Davies Young Soap Co., Dayton, O., "Buckeye Cleanser."
Durkee-Atwood Co., Minneapolis, "Superior."
Eagle Oil & Supply Co., Boston, Mass., "Eoco."
Eavenson & Sons Co., Inc., J., Camden, N. J., "Jesco."
Ericks Mfg. Co., Springfield, Mass.
Fischer & Co., H., Cincinnati, Ohio, "Linosoap."
Fisk Mfg. Co., Springfield, Mass., "Auto Car."
Fiske Bros. Refining Co., New York, "Chariot."
Flanders Co., Detroit, Mich.
Franklin Oil Wks., Franklin, Pa., "Keystone."
Graspit Mfg. Co., Chicago.
Great Western Oil Co., Cleveland, O
Gutradt-Joseph Co., Boston, Mass.
Hall-Thompson Co., Hartford, Ct., "Charter Oak."
Harris Oil Co., A. W., Providence, R. I., "Motocar."
Hollingshead Co., R. M., Camden, N. J., "Whizoil."
Hoosier Mfg. Co., Indianapolis, Ind., "Knoxall."
Hydro-Palm Soap Co., Neponset, Mass.
Idealo Co., Philadelphia, Pa.
International Metal Polish Co., Indianapolis, "Blue Ribbon."
Kenney Mfg. Co., Boston, Mass., "Olivine."
Kirk & Co., Jas. S., Chicago, "American Crown."
L. I. Soap Wks., Brooklyn, "Rex."
Lautz Bros. & Co., Buffalo, N. Y., "Glossene."
LOWE MOTOR SUPPLIES CO., 1727 Broadway, cor. Fifty-fifth st., New York, "U. S. A."
McLean-Jones Oil & Supply Co., Boston, Mass.
Modoc Co., Fernwood, Pa.
Menahan Antiseptic Co., Chicago, "Green Oil."
Monarch Mfg. Co., Council Bluffs, Iowa.
Narragansett Chem. Co., Providence, R. I., "Meteor."
National Oil & Supply Co., Newark, N. J., "Viscoa."
National Refining Co., Cleveland, O
Northrop Lubricating Oil Co., St. Louis, Mo.
Phoenix Oil Co., Cleveland.
Puritan Oil Co., Cleveland, "Cleanse."
Puritan Soap Co., Rochester, N. Y.
Rexine Co., Sheboygan, Wis.
Robertson Co., J. T., Manchester, Conn.
Rome Soap Co., Rome, N. Y.
Sherwin Williams Co., Cleveland, "Flaxoap."
Sonneborn Sons, L., New York, "Amalie."
Speare's Sons Co., A., Boston, Mass
Stanley, John T., New York, "Mobo."
Strunz & Son, S., Pittsburg, Pa., "Lino O."
Taylor Mfg. Co., Boston, Mass.
Universal Chemical Co., Indianapolis, Ind., "Uzum."
Uno Mfg. Co., Chicago, "Appy-One."
Van Tilburg Oil Co., Minneapolis, Minn., "Wang."
Wadsworth-Howland Co., Chicago, Ill., "Jewel."
White & Bagley Co., Worcester, Mass., "Washzum."
Whitney Co., G. F., Boston.
Winn, Wm. R., New York, "Clean Easy."
Zurn Co., O. F., Phila., Pa.

SOAP, Hand.

Baum's Castorine Co., Rome, N. Y.
Boston Blacking Co., East Cambridge, Mass., "Be-Be-Co."
Colgate & Co., New York, "Mechaico."
Corliss Supply Co., St. Louis, Mo., "23 for Dirt."
Davies Young Soap Co., Dayton, O., "Whiz."
Detroit Soap Co., Detroit.
Durkee-Atwood Co., Minneapolis, "Rie Nie."
Eavenson & Sons, Inc., J., Camden, N. J., "Jesco."
Ericks Mfg. Co., Springfield, Mass., "Itsofine."
Flash Chemical Co., Boston.
Flanders Co., Detroit, Mich., "Sweet Clover," "Pine Sprig."
Ford & Dennen, Boston, Mass., "Star," "Peerless."
FRAZER LUBRICATOR CO., Chicago, Ill.
Frost, F. E. Worcester, Mass., "Quick Clean," "Clean Paw."
Gilt Edge Mfg. Co., N. Y., "Uneedit."
Git Mfg. Co., Westfield, Mass., "Git," "Mechanics' Pride."
Graspit Mfg. Co., Chicago.
Gutradt Co., Joseph, Boston.
Hall-Thompson Co., Hartford Ct., "Wonder Worker."
Hollingshead Co., R. M., Camden, N. J., "Krystal Soiloff," "Whiz oil," "Whiz."
Hopewell Bros., Newton, Mass., "Paos," "Takoff."
Hydro Palm Soap Co., Neponset, Mass.
Gilt Edge Mfg. Co., N. Y., "Uneedit."
Gutradt-Joseph Co., Boston, Mass.
Kenney Mfg. Co., F., Boston, Mass., "Olivine."
Kleno Mfg. Co., N. Weymouth, Mass
Latolian Co., Clinton, Ia., "H. O D."
Miono Mfg. Co., Hartford, Ct.
Menahan Antiseptic Co., Chicago Ill., "Castile Olive Oil."
Morgan Drug Co., Brooklyn, N. Y., "Palmers' Success."
National Oil & Supply Co., Newark, N. J., "Viscoa."
N. Y. Lubricating Oil Co., New York, "Monogram."
NORTHWESTERN CHEMICAL CO., Marietta. Ohio (Liquid) "Kl-ens-ol." (Paste) "Dermalene," "Norwesco Pumice."
O. K. Hand Soap Co., Boston, Mass
Olive Oil Products Co., Phila., Pa., "No-Grit."
Orona Mfg. Co., Boston.
Pacific Coast Borax Co., New York "Grime Off."
Phoenix Oil Co., Cleveland, O., "Murphy's Oil Soap."
Puritan Soap Co., Rochester, N. Y.
Rome Soap Mfg. Co., Rome, N. Y., "Three R."
Skat Mfg. Co., Hartford, Conn.
Sherwin Williams Co., Cleveland, "Flaxoap."
Stanley, John T., New York, "Shofo," "Mobo."
States Chemical Co., Chicago, "Spee Dee" (dry paste).
Tarzian Co., Jas. M., Brooklyn, N. Y., "Tis-A-Fine."
Tatlock Bros., Rochester, N. Y., "Utility," "Stats."
Try It Mfg. Co., Plainville, Ct.
Universal Chemical Co., Indianapolis, Ind., "Uzum."
Uno Mfg. Co., Chicago.
Utility Co., New York, "Gre-Solvent."
Van Cleef Bros., Chicago.
Wadsworth-Howland Co., Chicago, Ill., "Jewel."
Van Tilburg Oil Co., Minneapolis, "Wang."
Waltke & Co., Wm., St. Louis, Mo., "Lava."
White & Bagley Co., Worcester, Mass., "Cleanzum."
Winn, Wm. R., New York, "Clean Easy."
Yeazell-Goldstein Soap Co., Columbus, O., "Skidoo."
Young & Co., Medena, Pa., "Rip."

SOCKETS—See following heads:

Sockets, Ball, Anti-Rattling.
Sockets, Bow—See also Fittings, Bow.
Sockets, Ediswan.
Sockets, Electric Lamps, for changing oil and gas lamps to electric—See Adapters.

SOCKETS, Ball, Anti-Rattling.

Auto Parts Co., Providence, R. I., "Apco."
Grossman Mfg. Co., Emil, Brooklyn, N. Y.
Motor Spec. Co., Waltham, Mass., "Daco."
WHITEHOUSE, LE COMPTE MFG. CO., Newark, N. J.

SOCKETS, Bow—See also Fittings, Bow.

Amesbury Brass & Foundry Co., Amesbury, Mass.
Ashtabula Bow Socket Co., Ashtabula, O.
Cincinnati Bow Socket Co., Cincinnati, O.
Cleveland Hdwe. Co., Cleveland, O., "Euclid."
Cortland Carriage Goods Co., Cortland, N. Y.
Cortland Forging Co., Cortland, N. Y., "Ajax."
Cowles & Co., C., New Haven, Conn.
Crandal, Stone & Co., Binghamton, N. Y., "Pioneer."
Detroit Socket Co., Detroit, Mich.
Eberhard Mfg. Co., Cleveland, O.
Metal Stamping Co., L. I. City, N.Y.
Non-Corrosive Metal Co., Watertown, N. Y.
Scherer & Co., H., Detroit, Mich.
Taylor Co., H. D., Buffalo.
Waterhouse Mfg. Co., Newark, N. J.

SOCKETS, Ediswan.

American Enamel Co., Providence.
CHICAGO ELECTRIC MFG. CO., 28th and Halstead sts., Chicago, Ill.
Cole & Co., Henry, Boston, Mass.
Connecticut Tele. & Elec. Co., Meriden, Conn.
Culver-Stearns Mfg. Co., Worcester.
General Elec. Co., Schenectady, N. Y.
MANHATTAN ELECTRIC SUPPLY CO., 17 Park pl., New York.
Michigan Motor Spec. Co., Detroit, "Becco."
METAL SPECIALTIES MFG. CO., INC., 780-788 W. Monroe st., Chicago, Ill., Anchor Edi-Swan.
MORSE, FRANK W., Boston, Mass.
Reliable Elec. Co., Chicago, Ill., "Acme."
Reese & Co., A. W., New York.

SOLDER, Aluminum.

Aluminum Brazing Solder Co., Chester, Pa., "Peters."
Aluminum Solder & Refining Co., Oswego, N. Y., "Alumunite."
Atkinson Co., Rochester, N. Y.
Chemical Specialties Co., Kansas City, Mo., "Alumifix."
Chicago Solder Co., "Kester Self Fluxing."
City Brass Foundry Co., Cleveland.
German-American Aluminum Co.,
Imperial Aluminum Solder Co., N. Y. New York.
Janney, Steinmutz & Co., Phila., Pa., "Richards."
Lehne Aluminum Solder Co., Bridgeport, Conn.
Lumen Bearing Co., Buffalo, N. Y.
Mincer, E. N., Chicago, "Mincer Sure."
Reinhold Noflux Aluminum Solder Co., Newark, N. J.
Sole Mfg. Co., N. Y., "Old Roman."
So-Luminum Mfg. & Engrg. Co., New York.
U. S. Reduction Co., Chicago, "W. H. T."

SOLDERING—See following heads:

Soldering Fluid—See Fluid.
Soldering Paste—See Paste.
Soldering Salts—See Salts, Soldering.

SOLDERLESS COUPLINGS—See Couplings.

SOUND DETECTORS—See Instruments, Motor Testing.

SPARK GAPS—See Gaps.

SPARK PLUGS—See Plugs.

SPARK PLUG PUMPS—See Pumps, Spark Plug.

SPEAKING TUBES—See Tubes.

SPEEDOMETERS.

American Ever Ready Wks. of National Carbon Co., Long Island City, N. Y.
American Watch Tool Co., Waltham, Mass., "A. W. T."
Corbin Screw Corp., New Britain, Ct., "Corbin-Brown."
Electric Speedometer Co., Washington, "Hopkins."
Garford Mfg. Co., Elyria, O., "Elyria."
Hamilton Corp., Lancaster, Pa., "Multometer."
Heffecker Co., Boston, Mass.
Irion & Mueller, Louisville, Ky.
Johns-Manville Co., H. W., N. Y., "Jones."
Keystone Electrical Instrument Co., Philadelphia.
Pierce Speed-Controller Co., Anderson, Ind. (Comb. Speed Controller).
Recording Speedometer Co., Newark, N. J., ("Speedograph," Recording).
Reliance Speedometer Co., Boston.

Sears-Cross Co., N. Y., "Spedindicator."
Standard Thermometer Co., Boston.
Star Speedometer Co., Milton, Pa.
STEWART - WARNER SPEEDOMETER CORP., Chicago, Ill., "Multiplier," "Auto-Meter."
Stover-Lang Co., Boston (Comb. Distance Recorder).
Van Sicklen Co., Elgin, Ill.
Veeder Mfg. Co., Hartford, Conn.
Waltham Watch Co., Waltham, Mass.
Westinghouse Elec. & Mfg. Co., Pittsburgh.

SPOKES, Wire.

American Steel & Wire Co., Chicago.
Standard Co., Torrington, Ct.
Wire Goods Co., Worcester, Mass.

SPONGES and Chamois.

Greek American Sponge Co., Chicago.
Isaacs & Co., A., New York.
Lasker & Bernstein, New York.
Leousi, Clonney & Co., New York
Moses Sons & Co., A., New York.
National Sponge & Chamois Co., New York.
Niehaus Co., Jos., Cincinnati, O.
Perfalam Sponge Co., Cleveland, O.
Smith, Kline & French Co., Philadelphia, Pa.

SPOTLIGHTS—See Lamp Head, Side & Tail.

SPRAGS—See Brakes, Drop or Sprag.

SPRING—See following heads:

- Spring Chairs and Clip Plates.
- Spring Repairers—See Clamps, Spring Repairing.
- Spring Spreaders—See Tools, Spring Spreader.

SPRING CHAIRS and Clip Plates.

Eberhard Mfg. Co., The, Cleveland, O.

SPRINGS—See following heads:

- Springs, Auxiliary and Supplementary—See Shock Absorbers.
- Springs, Body Supporting.
- Springs, Machinery.
- Springs, Upholstering.
- Springs, Valve.

SPRINGS, Body Supporting

Alloy Steel Spring Co., Jackson, Mich.
Ansted Spring & Axle Co., Connersville, Ind., "Wilcken."
Armstrong Mfg. Co., J. B., Flint, Mich.
Auto Mch. Co., Canesto, N. Y. (for cyclecars).
Automatic Safety Tire Valve Co., Detroit, "Dottl."
Burgess, Jr., Charles H., Winona, Ill.
Burnett, L. C., Newark, N. J.
Champ. Spring Co., St. Louis, Mo.
Cincinnati & Hammond Spring Co., Cincinnati, O.
Cleveland-Canton Spring Co., Canton, Ohio, "Chrome Vanadium." "Special Analysis."
Columbia Body Co., Detroit (Supplementary Springs for Fords).
D'Arcy Spring Co., Kalamazoo, Mich.
Delaney & Son, D., Newark, N. J.
Detroit Steel Products Co., Detroit, Mich.
Duff Spring Co., Cambridge, Mass.
Duplex Cantilver Spring Co., Chicago.
Engineering Equipment Co., Indianapolis.
Eureka Spring Co., The, New York.
Fort Pitt Spring & Mfg. Co., Pittsburg, Pa.
Gemco Mfg. Co., Milwaukee.
Garden City Spring Works, Chicago,
Grossman Auto Parts Co., White Plains, N. Y.
Harvey Spring & Forging Co., Racine, Wis.
Hayes Shockless Spring Co., Monongahela, Pa. (Auxiliary Body Supporting).
Hess-Pontiac Spring & Axle Works, Pontiac, Mich.
Hess Spring & Axle Co., Carthage, Ohio.
Higgins Spring & Axle Co., Racine Wis.
Insull, Thos., Philadelphia, Pa.
Iron City Spring Co., Pittsburgh.
Jenkins Vulcan Spring Co., St. Louis, "Vulcan."
Kalamazoo Spring & Axle Co., Kalamazoo, Mich., "Stanley Self Lubricating."
Keystone Spring Wks., Phila., Pa.
Lewis Spring & Axle Co., Jackson, Mich.
Lyon Co., Edw. F., Detroit, Mich.
Marburg Bros., New York (Imports), "Hagan."
Mather Spring Co., Toledo, O.
Merrill Spring Co., E. R., New York.
Miller & Van Winkle, Brooklyn, N. Y.
National Spring Co., New Castle, Ind., "Fowler."
New Era Spring & Specialty Co., Detroit, Mich.

THE FEDERAL RUBBER CO.
OF ILLINOIS
FACTORIES: CUDAHY, WIS.
MANUFACTURERS OF
Automobile Casings, Non-Skid and plain treads in black and white.
Motorcycle Casings
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Inner Tubes
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Rubber Heels
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Satisfied tire customers mean permanent repeat business, and the Amazon Supertire is guaranteed to render mileage "satisfactory to the consumer!"

Handling a *better* tire means building a *bigger* business.

The Amazon Supertire is an improved standard product—and the scientific, reinforced construction with the resultant *extra service*, offers an inducement that the consumer is quick to appreciate.

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This cut illustrates the new EHMAN NON-SKID TREAD.

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34X4

You know tires. You know what qualities they must possess to meet successfully your trade requirements. And we know that you will find that for which you are looking and features of tire construction in EHMAN TIRES, which your experience will tell you are absolutely right from every standpoint.

You will find consumers' prices on the opposite page. Full information regarding trade prices, the Ehman guarantee and samples will be sent upon request (TO DEALERS ONLY) and then judge for yourself whether or not the "EHMAN" TIRE is worthily entitled to first rank in tire manufacture.

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La Salle and 27th Streets CHICAGO, ILLINOIS

Pallen Steel Co., Mt. Clemens, Mich.
Penn Spring Works, Baldwinsville, N. Y., "New Era."
Perfection Spring Co., Cleveland, O.
Pittsburgh Spring Co., East Liberty, Pittsburgh, Pa.
Presser & Son, Thos., New York, N. Y., "Krupp."
Rowland, William & Harvey, Phila.
Sanschoe Spring Co., St. Louis, Mo
Sheldon Spring & Axle Co., Wilkes-barre, Pa., "Dragon."
Spring Perch. Co., Bridgeport, Conn.
Stanley Spring Co., Chicago.
Standard Parts Co., Cleveland.
St. Louis Supplementary Spring Co., N. Y.
Thomas Coil Spring & Gear Co., Canisteo, N. Y.
Triple Action Spring Co., Chicago.
Troy Spring Works, Troy, N. Y.
Tuthill Spring Co., Chicago, Ill., "Titanic."
Universal Auto Spring Co., St. Louis Mo., "Koehler."
Watertown Spring Works, Watertown, N. Y.
Western Spring & Axle Co., Detroit.
Wyoming Lubricating Leaf Spring Co., Sheridan, Wyo., "Wilcken."

SPRINGS, Machinery.

American Steel & Wire Co., Chicago
Barnes & Co., Wallace, Bristol, Conn.
Cary Spring Works, New York, N. Y.
Cleveland Wire Spring Co., Cleveland.
Detroit Wire Spring Co., Detroit.
Dunbar Bros. Co., Bristol.
Eureka Spring Co., The, New York.
Farrington & Co, Englishtown, N. J.
Fischer Spring Co., The Chas., New York.
Fort Pitt Spring & Mfg. Co., Pittsburg, Pa.
Gibson Co., Wm. D., Chicago, Ill.
Hebb, George A., Newark, N. J.
Hubbard Spring Co., M. D., Pontiac, Mich.
Miller & Van Winkle, Brooklyn.
Morgan Spring Co., Worcester, Mass.
N. Y. Wire & Spring Co., New York.
Peck & Young Forestville, Conn.
Raymond Mfg. Co., Corry, Pa.

SPRINGS, Upholstering.

Barber Mfg. Co., Anderson, Ind.
Cleveland Wire Spring Co., Cleveland.
D'Arcy Spring Co., Kalamazoo, Mich.
Detroit Wire Spring Co., Detroit, Mich., "Royal Arch."
Fischer Spring Co., The Chas., New York.
Gibson Co., Wm. D., Chicago, Ill.
Hartford, Inc., Edw. V., Jersey City, N. J.
Jackson Cushion Spring Co., Jackson, Mich., "Rough Rider."
Marshall Ventilated Mattress Co., Chicago.
Morgan Spring Co., Worcester, Mass
National Spring & Wire Co., Albion, Mich.
N. Y. Wire Spring Co., New York
Ventilated Cushion & Spring Co., Jackson, Mich., "Rough Rider."
Wing Co., Charles, Amesbury, Mass

SPRINGS, Valve.

GROSSMAN AUTO PARTS CO., White Plains, N. Y.
Wallace Barnes Co., Bristol, Conn.

SPROCKET COVERS—See Cases, Engine, Gear and Chain.

SPROCKETS—See Gears and Pinions, Brass or Steel.

STAKE POCKETS—See Pockets, Stake. See also Irons, Body and Top.

STAMPINGS, Metal.

A-Z Co., New York.
American Tube & Stamping Co., Bridgeport, Conn.
Ashley Machine Works, Rochester, N. Y.
Avery Stamping Co., Cleveland, O.
Bay State Stamping Co., Worcester.
Bettcher Mfg. Co., Cleveland, O.
Blair Tool & Machine Co., New York, N. Y.
Bliss Mfg. Co., E. C., Providence.
Bossert Co., Utica, N. Y.
Boston Pressed Metal Co., Worcester, Mass.
Bridgeport Metal Goods Mfg. Co., Bridgeport, Conn.
Bowen Mfg. Co., Auburn, N. Y.
Cassady Fairbank Mfg. Co., Chicago.
Chandler Co., Springfield, Mass.
Chicago-Racine Aluminum, Brass & Iron Works, Chicago, Ill.
Crosby Co., Buffalo, N. Y.
Crowe Name Plate & Engraving Co., Chicago, Ill.
Detroit Pressed Steel Co., Detroit.
Diamond Mfg. Co., Detroit, Mich.
Briggs-Seabury Ordnance Corp., Sharon, Pa.
Eastern Machine & Stamping Co., Providence, R. I.
Fitzgerald Mfg. Co., Torrington, Ct.
Fung, Peter, Somerville, Mass.
Gender, Paeschke & Frey Co., Milwaukee.
Gier & Dail Mfg. Co., Lansing, Mich.
Globe Machine & Stamping Co., Cleveland, O.
Goodnow-Blake Mfg. Co., Detroit.
Greer, Fredric, Chicago.
Hayes Mfg. Co., Detroit.
Hayes-Ionia Co., Ionia, Mich.
Hero Mfg. Co., Philadelphia, Pa.
Hill, Co., Geo. Q., Boston, Mass.
Hollhan Mfg. Co., Detroit.
Houghton Mfg. Co., Worcester, Mass
Hunt & Dorman Mfg. Co., Cleveland.
Hydraulic Pressed Steel Co., Cleveland, O.
IMPERIAL BRASS MFG. CO., 584 So. Racine ave., Chicago, Ill.
Ireland & Matthews Mfg. Co., Detroit, Mich.
Janney, Steinmetz & Co., Phila.
Kales Stamping Co., Detroit.
Keystone Sh. Metal Co., Pitts., Pa
Kickhaefer Mfg. Co., Milwaukee.
Konigslow Mfg. Co., Otto, Cleveland
Lindhelm Metal Stamping Co., Camden, N. J.
Matthews Mfg. Co., Worcester, Mass.
Metal Stamping Co., L. I. City, N. Y.
Metallic Auto Matting Co., Rochester, N. Y.
Mitchell & Co., Cleveland, Ohio.
Morgan Spring Co., Worcester, Mass
Mossberg Co., Frank, Attleboro, Mass.
Nelson Mfg. Co., A., Chicago.
Oakes Pressed Steel Co., Indianapolis, Ind.
Parish Mfg. Co., Reading, Pa.
Parker Wire Goods Co., Worcester Mass.
Parker White Metal & Machine Co Erie, Pa.
Premo Mfg. Co., Newark, N. J.
Presser & Son, Thos., New York N. Y., "Krupp."
Royal Enameling & Stamping Works Des Plains, Ill.
Rutter & Co., Arthur T., New York.
Smith Co., A. O., Milwaukee, Wis.
Schatz Mfg. Co., Poughkeepsie, N. Y.
Sparks-Withington Co., Jackson, Mich.
Star Ball Retainer Co., Lancaster, Pa.
Sterns Stamping Co., W. H., Worcester, Mass.
Sterling Machine & Stamping Co., Wellington, O.
Stoll Pressed Steel Co., Buffalo, N. Y.
Sussman & Rosenberg Mfg. Co., M., Tarrytown, N. Y.
Trageser Steam Copper Works, J., New York.
Turner Brass Works, Sycamore, Ill.
Vulcan Mfg. Co., Chicago, Ill.
Walter & Sons, N. C., New York
Waterbury Mfg. Co., Waterbury, Ct.
W. & S. Mfg. Co., Worcester, Mass.
WHITEHOUSE, LE COMPTE MFG. CO., Newark, N. J.
Worcester Pressed Steel Co., Worcester, Mass.
Zerk Mfg. Co., Cleveland, Ohio.

STANDS, Lamp—See Holders, Lamp.

STANDS, Motor.

Dolder Mfg. Co., Earlville, Ill.
Shewalter Mfg. Co., Springfield O.
United Eng. & Mfg. Co., Hanover, Pa., "Manley," "Every-Way."
Wilber, Charles, Minneapolis, Minn

STANDS, Repair (for Holding Engines during Repairs).

United Engine & Mfg. Co., Hanover, Pa.

STAPLES, Insulated.

Blake Signal & Mfg. Co., Boston, Mass.

STARTERS, Gas Motor, Automatic and Seat Operated—For Starting Compounds see Compounds.

Adams & Westlake Co., Chicago ("Adlake" Electric).
Airgo Motor Co., Detroit.
American Ever Ready Wks. of the National Carbon Co., Long Island City, N. Y. (Spring).
American Motor Utilities Co., Phila., Pa., "Compton" (Air).
Auto Air Appliance Co., Annapolis, Md., "Crouse."
Auto Appliance Mfg. Co., Akron, O. ("AA" Acetylene).
Auto Car Rotar Co., Auburn, N. Y. (Compressed Air).
Automatic Devices Co., Galesburg, Ill., "Knutson," "Startzer."
Automatic Appliance Co., Boston ("Boston," Mechanical, for Ford cars only).
Baum, C. R., Kansas City, Mo. (Air).
Blays & Berger Mfg. Co., Cumberland, Md., "Standard."
Bridges, C. E., Chicago (Mechanical for Ford cars).
Brown-Maddock Co., W., Newbury, Mass.
Central Brass & Fixture Co., Springfield, O. ("Sure Starter" Gasoline).
Century Foundry Co., Syracuse, N. Y., "Housel."
Chicago Racine Al. Brass & Iron Wks., Chicago, "Vance."
Christensen Eng'g Co., Milwaukee (Comp. Air).
Columbia Nut & Bolt Co., Inc., Bridgeport, Conn., "Ford" (Mechanical).
Cox Brass Mfg. Co., Albany, N. Y. ("Crankless" Acet.).
Crone, F. G., Buffalo, N. Y.
Dayton Dick Co., Quincy, Ill.
Dayton Eng'g Laboratories Co., Dayton, O., "Delco" (Comb. Ignition, Lighting & Starting System).
Detroit Mechanical Starter Co., Detroit (for Ford's).
Disco Electric Starter Co., Detroit, Mich.
Eclipse Machine Co., Elmira, N. Y., "Eclipse Bendix."
Elder Mfg. Co., Indianapolis (Spring).
Electric Auto Lite Co., Toledo, O.
Electric Gen. & Accumulator Co., Argo, Ill., "Elginac."
Empire Starter Co., Montpelier, Ind. (Acet.).
Equi Light Co., Paducah, Ky. (for Fords).
Federal Devices Co. of Chicago, Chicago, Ill.
Goodwin & Miles Co., San Francisco, Cal., "G. & M."
Gray & Davis, Boston (Elec.).
Hartford Suspension Co., Jersey City, N. J. (Electric).
Hebb Mfg. Co., Detroit.
Heinze Co., John O. Springfield, O.
Henricks Magneto & Electric Co., Indianapolis.
Jenney Elec. Starter Co., Indianapolis (Electric).
Jones Elec. Starter Co., Chicago, "Jesco."
Kellogg Mfg. Co., Rochester, N. Y. (for Fords).
Kemco Elec. Mfg. Co., Salem, O.
Knickerbocker, J., San Diego, Cal. (Comp. Air, Comb. Tire Pump).
Lamb Co., F. J., Detroit.
Leece-Neville Co., Cleveland (Elec.).
Montroy Ignition Starter Co., Coahoma, Miss.
Motor Compressor Co., Newark, N. J., "Perfect."
Northern Engineering Works, Detroit, Mich., "Thurber."
Overholt Co., Galesburg, Ill.
Peters Sales Co., Columbus, O., "Brinnon."
Pneumatic Clutch Motor Co., Los Angeles ("Prather" Comp. Air).
Prest-O-Lite Co., Indianapolis, Ind. ("Prest-O-Starter," Acetylene).
Reagan Clutch Co., San Antonio (Spring)).
Remy Electric Co., Anderson, Ind.
Rekar Autom. Starter Co., San Francisco (Gas).
Rex Mfg. Co., Detroit ("Rex Ford").
Roth-Murphy Engine Starter Co., Indianapolis ("Arbiter" Comp. Air).
Sampson Engrg. Co., Louisville, Ky
Sandbo Starter Co., Rock Island, Ill. (Mechanical for Fords).
Shaull Bros., Charlotte, Mich.
Simplex Mfg. Co., Anderson, Ind. (Mechanical).
Standard Starter Co., Franklin, Pa. ("Widener" Comp. Air).
Standard Starter & Spec. Co., Cleveland, O.
STEWART - WARNER SPEEDOMETER CORP., Chicago, Ill.
Symons Bros. Co., Evanston, Ill., "Startford."
United Steel Supply Syndicate, Detroit, "Woods Disc."
Victor Motor Acc. Co., Louisville, Ky. (Acet.).
Wagner Clark Mfg. Co., Los Angeles (Gas).
WAGNER ELECTRIC MFG. CO., St. Louis, Mo.
Warner Gear Co., Muncie, Ind. (Mechanical).
Westinghouse Elec. & Mfg. Co., E Pittsburgh (Electric).
Wilson Motor Starter Co., Franklin, Pa. ("Never Miss" Comp. Air).

STEADIERS, Wheel, for use on bad roads.

Auto Appliance Mfg. Co., Kansas City, Mo., "Famous."
Bailey Co., W. J., Newark, "C. B."
Berg, S. C. O., Kansas City, Mo.
Bestford Steering Device Co., Kansas City, Mo.
Gemco Mfg. Co., Milwaukee, Wis.
Lockwood-Ash Motor Co., Jackson, Mich., "L. A."
M. & S. Gear Co., Detroit.
Modern Auto App. Co., Chatham, N. Y., "Little Steersman."
Racine Auto Spec. Sales Co., Chicago, Ill., "Safety Steersman."
Safety Improvement Co., Kansas City, Mo., "Millers Pilot."
Safety Mfg. Co., Quincy, Ill. (for Fords).
Savidge Steering Device Co., Indianapolis.
Schofield Laboratories Co., Kansas City, Mo.
White Mfg. Co., Cincinnati, O., "Litl Sho-Fur."

STEEL—See following heads:

Iron and Steel.
Steel Wool—See Wool.

STEPS—See following heads:

Steps, Forged—See Forgings, Drop.
Steps and Running Boards, Special.
Steps, Stamped and Pressed Steel—See Stampings.

STEPS and Running Boards, Special.

Eberhard Mfg. Co., Cleveland, O.
Dahlstrom Metallic Door Co., Jamestown, N. Y., "Diamond."
Hydraulic Pressed Steel Co., Cleveland, O.
Metallic Automobile Matting Co., Rochester, N. Y.
Motor Parts Co., Plainfield, N. J., "Stanwood."
Parish & Bingham Co., Cleveland, O
Pratts Mfg. Co., Wm. E., Chicago (Special Wire Mats).
Spiro Mfg. Co., C., New York.

STIRRUPS (for operating a Jack).

Wade & Fisher, Chicago, Ill.

STOCKS, Die.

American Tap & Die Co., Greenfield, Mass., "Acme," "Adamantine."
Armstrong Mfg. Co., Bridgeport, Ct.
Bay State Tap & Die Co., Mansfield, Mass.
Besly & Co., Chas. H., Chicago.
Brubaker & Bros., W. L., Millersburg, Pa.
Butterfield & Co., Derby Line, Vt.
Card Mfg. Co., S. W., Mansfield, Mass.
Carpenter Tap & Die Co., J M., Pawtucket, R. I.
Conant & Donelson Co., Conway, Mass., "Reliable."
Greenfield Tap & Die Co., Greenfield, Mass., "Little Giant," "Lightning," "Green River."
Hart Mfg. Co., Cleveland, O., "Duplex."
Lowell Wrench Co., Worcester, Mass.
Pratt & Whitney Co., Hartford, Ct.
Reece Co., E. F., Greenfield, Mass.
Wells & Son Co., F. E., Greenfield Mass. "Economy."
Winter Bros. Co., Wrentham, Mass., "Thistle."

STOPPER, Testor and Demonstrator.

Applequist Bros., Council Bluffs, Ia., "X-Ray."

STORAGE SYSTEMS, Gasoline—See Tanks and Systems, Gasoline Storage, for garages

STRAINERS, Gasoline—See Separators, Gasoline; also Funnels, Gasoline.

STRAPS—See following heads:

Straps, Leather.
Straps, Starting Crank—See Holders.

STRAPS, Leather.

Ajax Trunk & Sample Case Co., New York.
Atlas Spec. Mfg. Co., Chicago.
Back Stay Machine & Leather Co., Union City, Ind.
Bosler, E. H., Chicago.
B. E. Mfg. Co., New York.
Carter Co., Geo. R., Connersville, Ind.
Chicago Belting Co., Chicago.
Cobb, Eldridge L., Portland, Me.
Crescent Leather Works, Jackson, Mich.
Decker, J. O., Montgomery, Pa.
Detroit Leather Wks., Detroit, Mich.
Economy Stay Co., Jefferson City, Mo.
Gilmer, L. H., Philadelphia, Pa.
Graton & Knight Mfg. Co., Worcester, Mass.
Hager & Son, Chas., New York.
Hoover Co., The W. H., New Berlin, O.
Jewell Belting Co., Hartford, Conn.
Kronauer & Co., Charles, Chicago.
Leather Products Co., Cincinnati.
Legnard & Co., A. B., Waukegan, Ill.
Mau-Sherwood Supply Co., Cleveland.
Metal Stamping Co., L. I. City, N.Y.
National Leather Mfg. Co., Niles, Mich., "National," "Wolverine."
Nelson—Alf Co., Cincinnati, O.
New York Leather Belting Co., N. Y.
Peirce Mfg. Co., Los Angeles, "Western."
Perkins-Campbell Co., Cincinnati.
Sage's Trunk and Leather Goods Co., Boston.
Sartwell, Heinold & Humphrey, Boston, "Stirrup."
Simon, S. C., & Co., Phila., Pa.
Smith & Son, Jas., Brooklyn, N. Y.
Smith - Worthington Co., Hartford, Conn.
Specialty Harness Co., Dayton, Va.
Springfield Harness Co., Springfield, Mass.
Sutherland Co., F. L., Detroit, Mich.
Wakefield Sales Co., Nashotah, Wis.
Winship, W. W., Boston.
Wing Co., Chas., Amesbury, Mass.
Wolverine Leather Goods Co., Detroit.

SUPPLEMENTARY SPRINGS—See Shock Absorbers.

SUPPLIES—This is a list of jobbers in automombile supplies, parts and sundries who advertise in this publication.

BUTLER BROTHERS, Chicago, Ill.
CENTRAL ELECTRIC CO., 316-326 S. 5th ave., Chicago, Ill.
FEDERAL SIGN SYSTEM (Electric) Lake & Desplaines sts., Chicago.
LOWE MOTOR SUPPLIES CO., 1727 Broadway, cor. Fifty-fifth st., New York.
SIMMONS HARDWARE CO., St. Louis, Mo.
STEVENS & CO., 375 Broadway, New York.
STRAUSS, JOS., INC., 215 E. Genesee, Buffalo, N. Y.

SUPPORTS, Headlight, for turning headlights in the same direction the car moves.

Automatic Lamp Control Co., Dayton, Ohio.
Auto Protector Co., Springfield, Mass.
Cawley Glare Control Co., Buffalo, N. Y. (Control of movement of headlights from seat).
Motor Products, Inc., Stamford, Ct., "Steer-Lite."
Mowers Mfg. Co., St. Cloud, Minn., "Safety First."
Poughkeepsie Utilities Corp., Poughkeepsie, N. Y., "Seeaturn."
Seeitall Mfg. Co., Des Moines, Ia.
Zimmerman Headlight Co., Louisville.

SWITCHBOARDS, for Charging Sets—See Charging Outfits.

SWITCH—See following heads:

Switch Boxes—See Boxes.
Switch Locks—See Switches, Lock.

SWITCHES—See following heads:

Switches, Automatic, Time Cut-Out, for battery charging.
Switches, Dimming.
Switches, Electric (Gas Engine Ignition).
Switches, Electric Lighting.
Switches, Horn.
Switches, Lock, Electric.
Switches, Safety (Electric Lighting System).
Switches, Snap (Flush, Push Button, Rotary).
Switches, Starter.
Switches, Steering Wheel.

SWITCHES, Automatic Time Cut-Out, for battery charging.

Abbott Mfg. Co., Cleveland, O.
Anderson Mfg. Co., A. & J. M., Boston, Mass.
Bissell Co., F., Toledo, O., "Security."
Brauer Time Switch Co., Richmond, Va.
Campbell Elec. Co., Lynn, Mass.
Chicago Elec. Time Switch Co., Chicago, "Aristo."
Dorland & Co., L. O., Poughkeepsie.
General Elec. Co., Schenectady, N. Y.
Price Electric & Mfg. Co., Basic City, Va.
Sorensen, P., Brooklyn, N. Y.
Stowe Co., Quincy, Ill.
Western Electric Co., New York, "Western Electric-Pittsfield."

SWITCHES, Dimming.

Bechley-Ralston Co., Chicago.
Chaney Co., L. F., Springfield, O.
Columbus Ignition Lighter Co., Columbus, O., "Standard."
Connecticut Telephone & Electric Co., Meriden, Conn.
Cutler-Hammer Mfg. Co., Milwaukee, Wis.
Detroit Starter Co., Detroit, "Constolite."
Esterline Co., Indianapolis.
Grossman Mfg. Co., Inc., Emil, Brooklyn, N. Y., "E. G."
H. P. B. Electric Co., New York.
Hawthorne Mfg. Co., Bridgeport, Conn., "Old Sol."
Kent Elec. Co., Grand Rapids, Mich.
LEONARD ELEC. CO., WARD, Bronxville, N. Y.

Morse, Frank W., Boston, Mass.
Suburban Lighting Co., Toledo, O. "Dimit."
Van Sicklen Co., Elgin, Ill.

SWITCHES, Electric (Gas Engine Ignition).

Acorn Brass Mfg. Co., Aurora, Ill.
Adams-Bagnall Elect. Co., Cleveland.
American Ever Ready Wks. of The National Carbon Co., Long Island City, N. Y.
Bailey Co., W. J., Newark, N. J., "C. B."
Bates & Warfield, Plainville, Ct.
Bridgeport Specialty Co., Bridgeport.
Briggs & Stratton Co., Milwaukee.
Carthage Coil Co., Lafayette, Ind.
CHICAGO ELECTRIC MFG. CO., 28th and Halstead sts. Chicago, "Amco," "Handy."
Clum Mfg. Co., Milwaukee, Wis.
Cole & Co., Henry, Boston, Mass.
Conn. Telephone & Electric Co., Meriden, Conn.
Cowles & Co., New Haven, Conn.
Dow Mfg. Co., Braintree, Mass.
Edwards & Co., Inc., New York.
Fahnestock Elec. Co., Brooklyn, N. Y.
General Elec. Co., Schenectady, N. Y.
Hartman Elec'l Mfg. Co., Mansfield, O.
Harvard Elec. Co., Chicago, Ill.
Heinze Electric Co., Lowell, Mass.
High Frequency Ignition Coil Co., Los Angeles, Cal., "Seely."
Kent Mfg. Wks., Atwater, Phila.
Kokomo Electric Co., Kokomo, Ind., "Kingston."
Lehman Mfg. Co., J. H., New York.
Leece-Neville Co., Cleveland, O.
McKibbin, Geo. N., South Norwalk.
MANHATTAN ELECTRICAL SUPPLY CO., 17 Park pl., New York.
MORSE, FRANK W., Boston, Mass.
National Coil Co., Lansing, Mich.
Reliable Elec. Co., Chicago, "Acme."
Rosen & Co., A. W., New York, "Rosco."
Specialty Mfg. Co., South Norwalk, Conn., "Thompson."
Splitdorf Electrical Co., Newark, N. J.
Tritt Elec Co., Union City, Ind., "Rapid Fire."
Western Electric Co., New York, "Western Electric-Pittsfield."
Williams, E. Q., Syracuse, N. Y.

SWITCHES, Electric Lighting.

Adams-Bagnall Electric Co., Cleveland, O., "A-B."
Connecticut Telephone & Electric Co., Meriden, Conn.
Clum Mfg. Co., Milwaukee (for dimming Lights).
Cutler-Hammer Mfg. Co., Milwaukee.
English & Mersick Co., New Haven.
Hart Mfg. Co., Hartford, Conn.
Hartman Electrical Mfg. Co., Mansfield, O.
MORSE, FRANK W., Boston, Mass., "Eureka," "Chapman," "Harwood."
METAL SPECIALTIES MFG. CO., INC., 338-352 No. Kedzie Ave., Chicago, Ill., "Presto."
Price Elec. & Mfg. Co., Basic City, Va. (automatically turns on and off lights as engine is started or stopped).
Remy Elec. Co., Anderson, Ind.

SWITCHES, Horn.

Seng Auto Devices Co., Chicago.

SWITCHES, Lock, Electric.

Amper Elec. Co., Lockport, N. Y.
Bass-Moody Co., Peoria, Ill. ("B. M." Universal).
Briggs & Stratton Co., Milwaukee
Blackburn Spec. Co., Cleveland, "Blaco."
Bryant Electric Co., Bridgeport, Conn
H. P. B. Electric Co., N. Y., "Lock-All."
Johns-Manville Co., H. W., New York, "Spark-No."
K. W. Ignition Co., Cleveland.
Kokomo Electric Co., Kokomo, Ind., "Kingston."
Morse, Frank W., Boston, Mass., "Eureka," "Chapman," "Harwood."
N. Y. Coil Co., New York.
Price Electric & Mfg. Co., Basic City, Va. (Automatically Turns On and Off Lights as Engine Is Started and Stopped).
Raylox Mfg. Co., Detroit.
Safety Device Co., Indianapolis, Ind
Stewart Spec. Co., Columbus, O.
Temco Electric Motor Co., Leipsic, O.
Whalen Lock Co., Jersey City.

SWITCHES, Safety (Electric Lighting System).

Hartman Elec. Mfg. Co., Mansfield, Ohio.

SWITCHES, Snap (Flush, Push Button, Rotary).

Arrow Electric Co., Hartford, "Arrow E."
Bryant Elec. Co., Bridgeport, Ct.
Chicago Elec. Mfg. Co., Chicago, ("Handy" Push Button).
Connecticut Tel. & Electric Co., Meriden, Ct.
Cutler-Hammer Mfg. Co., Milwaukee.
Cutter Co., Phila., Pa., ("C. S." Push Button).
General Elec. Co., Schenectady, N. Y.
Hart Mfg. Co., Hartford, Ct., "Hartford," "Diamond H."
Hart & Hegeman Mfg. Co., Hartford, Ct., "H. & H."
MANHATTAN ELECTRICAL SUPPLY CO., 17 Park pl., New York.
Metal Specialties Mfg. Co., Chicago.
Metropolitan Elec. Mfg. Co., L. I City, N. Y. (Detachable Push Button).

SWITCHES, Starter.

Hartman Electrical Mfg. Co., Mansfield, O.
Mutual Electric & Mch. Co., Detroit.

SWITCHES, Steering Wheel.

American Ever Ready Wks. of The National Carbon Co., Long Island City, N. Y.
Briggs & Stratton Co., Milwaukee.
Conn. Telephone & Electric Co., Meriden, Conn.
MORSE, FRANK W., Boston, Mass., "Jost."

SYSTEMS—See following heads:

Systems, Acetylene Lighting.
Systems, Coal Oil.
Systems, Electric Ignition.
Systems, Electric Ignition, Lighting and Starting.
Systems, Electric Lighting, Battery.
Systems, Electric Lighting.
Systems, Electric Lighting and Starting.
Systems, Electric Starting.
Systems, Gasoline Curb (Self Service).
Systems, Gasoline Storage for Garages—See Tanks and Systems. Gasoline Storage for Garages.
Systems, Oil Storage.
Systems, Vacuum Gasolene.

SYSTEMS, Acetylene Lighting.

Advance Motor Specialties Co., Chicago, "Matchless."
Auto App. Mfg. Co., Akron, O.
Prest-O-Lite Co., Indianapolis.

SYSTEMS, Coal Oil Fuel.

Coppack-Stubbs Co., Indianapolis.
G.-P. Coal Oil System Co., Chicago.

SYSTEMS, Electric Ignition.

American Motor Parts Co., Phila., Pa., "Noxon Ampea."
Atwater-Kent Mfg. Co., Philadelphia.
Bosch Magneto Co., New York. "Naxon."
Briggs & Stratton Co., Milwaukee. "Basco."
Conecticut Tel. & Elec. Co., Meriden, Conn.
Dayton Eng'g Laboratories Co., Dayton, O., "Delco."
Eissmann Magneto Co., Bklyn., N. Y.
Henricks Magneto & Electric Co., Indianapolis, Ind. (Lighting and Ignition).
National Coil Co., Lansing, Mich.
Peerless Motor Specialty Co., Inc., N. Y., "Mono-Coil."
Phillips-Brinton Co., Kennett Sq., Pa., "Philbrin."
Sevison Electric Co., Elkhart, Ind.
Simms Magneto Co., Bloomfield, N. J.
Westinghouse Elec. & Mfg. Co., Pittsburgh (Magneto).

SYSTEMS, Gasoline Curb (Self Service).

Hull Pump & Tank Co., Owensboro, Ky.

SYSTEMS, Ignition, Lighting and Starting.

Conecticut Tel. & Elec. Co., Meriden, Conn.
Dayton Eng'g Laboratories Co., Dayton, O., "Delco."
Electric Auto Lite Co., Toledo, Ohio.
Halliday Co., L. P., Streator, Ill., "Macnish."
Heinze Co., John O., Springfield, O., "Heinze-Springfield."
National Coil Co., Lansing, Mich.
Philips-Brinton Co., Kennett Sq., Pa., "Philbrin."
Remy Electric Co., Anderson, Ind.
Samson Engrg. Co., Louisville, Ky.
Sims Magneto Co., East Orange, N. J.
WAGNER ELECTRIC MFG. CO., St. Louis, Mo.
Westinghouse Elec. & Mfg. Co., E. Pittsburgh.

SYSTEMS, Electric Lighting and Starting.

A. B. C. Starter Co., Detroit (for Fords).
Adams & Westlake, Chicago, "Adlake."
American Ever Ready Wks. of the National Carbon Co., Long Island City, N. Y.
Apple Electric Co., Newark, N. J.
Bijur Motor Lighting Co., Hoboken, N. J.
Bosch Magneto Co., New York.
Dayton Eng'g Laboratories Co., Dayton, O., "Delco."
Detroit Elec. Welder Co., Detroit, "Berns."
Detroit Starter Co., Detroit, Mich.
Disco Elec. Ltg. & Starting Corp., Detroit.
Dyneto Electric Co., Syracuse, N. Y (Magneto) "Dyneto."
Electric Auto-Lite Co., Toledo, O.
Electro Light & Starter Co., Indianapolis.
Esterline Co., Indianapolis, Ind.
Federal Devices Co., Chicago, Ill.
Fischer Elec'l Wks., Detroit.
Gray & Davis, Boston.
Hartford Suspension Co., Jersey City, N. J.
Heinze, John, Springfield, O.
Jenney Elec. Starter Co., Indianapolis.
Jones Elec. Starter Co., Chicago, "Jesco."
Kemco Elec. Mfg. Co., Cleveland, O.
Leece-Neville Co., Cleveland.
North East Elec. Co., Rochester, N. Y.
Picard & Co., Inc., A. J., New York, "Genemotor."
Paris Electric Starter Co., Chicago.
Peru Auto Parts Co., Peru, Ind., "Nelson."
Remy Electric Co., Anderson, Ind., "Start-Light."
Roth Bros. & Co., Chicago, "Jesco."
Rushmore Dynamo Wks., Plainfield, N. J.
Simms Magneto Co., East Orange, N. J., "Simms-Huff."
SPLITDORF ELECTRICAL CO., Newark, N. J.
Wagner Hoyt Elec. Co., N. Y.
Wagner Spec. Co., New York.
WAGNER ELECTRIC MFG. CO., St. Louis, Mo.
WARD-LEONARD ELEC. CO., Mt. Vernon, N. Y.
Westinghouse Elec. & Mfg. Co., E. Pittsburgh.

SYSTEMS, Lighting.

Bijur Motor Co., Hoboken, N. J. "Fordrec."
Carleton Co., Boston, Mass. (For Light Cars).
Electrical Specialties Mfg. Co., Omaha, Neb. (for Ford cars.
Engineering Equipment Co., Indianapolis, Ind.
Hammer Co., E. A., Cleveland, O., "H. & H." (for Ford cars).
Hipwell Mfg. Co., Pittsburg, Pa.
King Co., A. H., Detroit, Mich.
L. C. R. Storage Battery Co., Dayton, Ohio.
New Light Mfg. Co., Newton, Iowa (Ford).
Rosen & Co., A. W., New York, "Rosco."
Sevison Electric Co., Elkhart, Ind.
U. S. Auto Supply Co., Inc., Detroit (for Ford cars).

SYSTEMS, Electric Lighting

A. B. Elec. Co., Poughkeepsie, N. Y.
Apple Electric Co., Newark, N. J.
Adams & Bagnall Elec. Co., Cleveland ("A. B. Auto Lites").
Adams & Westlake Co., Chicago, Ill (Magneto).
Bosch Magneto Co., New York.
Briggs & Stratton Co., Milwaukee. "Basco."
Bryan Elec. Co., Bryan, O.
Dayton Eng'g Laboratories Co., Dayton, O. ("Delco" Magneto).
Detroit Elec. Appliance Co., Detroit (Magneto).
Detroit Starter Co., Detroit, "Genolite."
Economy Mfg. Co., Economy, Pa.
Electric Auto Lite Co., Toledo, O.
Equi Light Co., Paducah, Ky.
Gray & Davis, Boston (Magneto).
Hartford Suspension Co., Jersey City, N. J.
Hartman Electrical Mfg. Co., Mansfield, O. (Magneto).
Henricks Magneto & Electric Co., Indianapolis, Ind., "Eureka."
Heltzer-Cabot Elec. Co., Boston (Magneto).
Jones Elec. Starter Co., Chicago, "Jesco."
Kemco Elec. Mfg. Co., Cleveland, O.
Leece-Neville Co., Cleveland, Ohio, ("Centrometer" Magneto).
Marburg Bros., N. Y. City (for motorcycle only).
Motor Spec. Co., Waltham, Mass., "Frary."
National Elec. Ltg. Co., Wilton Jc., Ia. (for Fords).
New Lite Mfg. Co., Newton, Ia. (for cyclecars).
Power & Lighting Equip. Co., Morristown, Tenn., "Pleco."
Remy Electric Co., Anderson, Ind. (Magneto).
Rushmore Dynamo Wks., Plainfield, N. J.
St. Louis Elec. Wks., St. Louis, Mo., "Evenlite."
Stecker Elec. & Mach. Co., Detroit.
Tritt Elec. Co., Union City, Ind., "Teco."
Uno Lamp Co., Chicago, Ill.
Universal Battery Co., Chicago, Ill.
Verlux Co., The, Alliance, Ohio.
Vesta Accumulator Co., Chicago (Magneto).
WAGNER ELECTRRIC MFG. CO., St. Louis, Mo.
Westinghouse Elec. & Mfg. Co., E. Pittsburgh.
Willard Storage Battery Co., Cleveland, Ohio.

SYSTEMS, Oil Storage.

Gemmer Detroit Starter Co., Detroit, Mich.
Hydraulic Oil Storage & Engineering Co., New York.

SYSTEM, Vacuum Gasoline.

Automatic Carburetter Co., Chicago.
Carter Carburetter Co., St. Louis.
Heinze Electric Co., "Heco."
Sparks Withington Co., Jackson, Mich., "Sparton."
STEWART - WARNER SPEEDOMETER CORP., Chicago, Ill.
Vapor Valve Co., St. Louis. "Vacro Impulse."

TALC, Tire.

American Lava Co., Chattanooga, Tenn., "Alco."
Arnstein, Inc., E., Chicago.
Atlas Auto Supply Co., Chicago, Ill., "Present O."
Binney & Smith Co., New York, N. Y., "Tyrene."
Cohutta Talc & Soapstone Co., Dalton, Mass.
Corliss Supply Co., St. Louis, Mo.
Crescent Mfg. Co., New York.
Dayton Inner Tire Co., Dayton, O.
English Mica Co., Williamsport, Pa., "Everstick."
Excel Rubber Co., Akron, Ohio, "X L."
Graspit Mfg. Co., Chicago.
Hall-Thompson Co., Hartford, Ct.
Michelin Tire Co., Milltown, N. J.
North Carolina Talc & Mining Co., Hewitt, N. C.
NORTHWESTERN CHEMICAL CO., Marietta, Ohio. "Slip Easy."
Old Roman Solder Co., Inc., N. Y.
Stanley, John T., New York.
Steward Mfg. Co., Chattanooga Tenn.
U. S. Mica Mfg. Co., Chicago.
Van Cleef Bros., Chicago.
Wadsworth-Howland Co., Chicago, Ill., "Jewel."
Young, O. W., Newark, N. J. "Royal."

TAIL LIGHT DETECTORS.

Harding Specialties Co., Boston.

TANK—See following heads:

Tank Brackets—See Holders.
Tank Fillers—See Ejectors.
Tank Indicators—See Indicators.
Tank Locks—See Valves, Gasolene Lock.

TANKS—See following heads:

Tanks, Acetylene Gas.
Tanks, Chemical Fire.
Tanks, Gasoline and Water .
Tanks and Systems, Gasoline for Storage for Garages.
Tanks, Steel.
Tanks, Tire Inflating.
Tanks, Tire Testing.
Tanks, Water, for garage use only.

TANKS, Acetylene Gas.

Eco Mfg. Co., Boston, Mass.
Fire-Ball Gas Tank & Illuminating Co., St. Louis.
Meteor Auto Tank Co., New York.
Meteor Gas Co. of N. Y., Middle Haddam, Conn.
Prest-O-Lite Co., Indianapolis, In
Searchlight Gas Co., Chicago, Ill.

TANKS, Chemical Fire.

National Metal Stamping & Mfg. Co., Newark, N. J., "Accurate," "Champion," "Holloway."

TANKS, Gasoline and Water.

4-Z Co., New York, N. Y.
American Steel Package Co., Defiance, O.
Aurora Steel Tank Co., Chicago, Ill.
Avery Stamping Co., Cleveland. O.
Badger & Sons Co., E. B., Boston.
Berger Mfg. Co., Canton, O.
Beuret Mfg. Co., Auburn, Ind.
Biggs Boiler Wks. Co., East Akron, O.
Briscoe Mfg. Co., Detroit, Mich.
Bush Mfg. Co., Hartford, Conn.
Bunn-Hutchinson Co., Cleveland.
Bushnell Tank Wks., Bushnell, Ill.
Chicago Non Explosive Can Co., Chicago.
Chicago Steel Tank Co., Chicago, Ill.
Columbus Auto Brass Co., Columbus, O.
Fedders Mfg. Wks., Buffalo, N. Y.
Federal Pressed Steel Co., Milwaukee, Wis.
Fire-Ball Gas Tank & Ill'g Co., Inc., St. Louis.
Folsom Mfg. Co., C. G., South Bend, Ind.
Freeland & Sons Co., B. F., Sturgis, Mich., "Pioneer."
Geuder, Paeschke & Frey Co., Minneapolis, Wis.
Hayes Mfg. Co., Detroit, Mich.
Hollhan Mfg. Co., Detroit.
Hough Mfg. Co., Detroit.
Hayes Mfg. Co., Detroit, Mich.
Hunt & Dorman, Cleveland, O.
Ideal Sheet Metal Wks., Chicago, Ill.
IMPERIAL BRASS MFG. CO., 534 So. Racine ave., Chicago, Ill.
Ironclad Mfg. Co., Brooklyn, N. Y.
Janney Steinmetz & Co., Phila., Pa.
Jolley Brass & Copper Co., Phila.
KELLS MFG. CO., W. J., 521 W. 45th st., N. Y. City.
Keystone Sheet Metal Co., Pittsburgh, Pa.
Kinsey Mfg. Co., Toledo, O., "Kinwood."
Koven & Bro., L. L., New York.
Lawrence & Co., L., Newark, N. J
Lawson Co., F. H., Cincinnati, O., "Lawco."
Mitchell & Son, G. F., Cleveland.
Morris, Paul W., Bridgeport, Ct., "Widow's Cruse."
National Enameling & Stamping Co., St. Louis.
Non-Explosive Can Co., Chicago, "Safety."
Novelty Mfg. Co., Jackson, Mich.
Paterson Auto Tank Works, Paterson, N. J.
Penn Radiator Co., Phila., Pa.
Perfix Radiator Co., Racine, Wis.
Pressed Steel Tank Co., West Allis, Wis.
Quinby & Co., J. M., Newark, N. J.
Randolph-Clowes Co., Waterbury, Ct.
Rome-Turney Radiator Co., Rome, N. Y.
Sanford Mfg. Co., F. C., Bridgeport, Conn.
Sexton Can Co., Boston, Mass.
Todd Mfg. Co., Minneapolis.
Trageser Steam Copper Works, John, New York, N. Y.
Weldex Mfg. Co., Richmond, Ind.
Western Drop Forge Co., Marion, Ind.
Western Welding & Mfg. Co., Inc., Chicago, "Seamless."
Wisconsin Automobile Radiator Co., No. Milwaukee, Wis.
Wright Cooler & Hood Co., Chicago.

TANKS AND SYSTEMS, Gasoline Storage, for Garages.

Air Tight Steel Tank Co., Pittsburg.
American Car & Fdry. Co., Milton, Pa.
Am. Pump & Tank Co., Cincinnati.
American Steel Package Co., Defiance, O.
Anchor Brass Wks., Chicago, "Save Safety."
Archer Tank Co., Rutland, Vt.
Aurora Steel Tank Co., Chicago,
Barnes Mfg. Co., Mansfield, O. (Gasoline Pump for Garages).
Beman Automatic Oil Can Co., Meadville, Pa.
Bowser & Co., S. F., Ft. Wayne, Ind., "Red Sentry."
Biggs Boiler Wks. Co., East Akron, O.
Brown Stamping Co., Toledo, O.
Butler Mfg. Co., Kansas City, Mo.
Chicago Non-Explosive Can Co., Chicago.
Chicago Steel Tank Co., Chicago, Ill.
Columbian Steel Tank Co., Kansas City, Mo.
Dayton Iron Works Co., Dayton, O.
Delphos Mfg. Co., Delphos, O.
Dunn Pump & Measure Co, Anderson, Ind.
Eastern Oil Tank Co., Lowell, Mass.
Eastern Range, Boiler & Welding Co., Conshohocken, Pa.
Gilbert & Barker Mfg. Co., Springfield, Mass., "Springfield."
Graver Tank Wks., Wm., E. Chicago, Ind.
Groetken Pump Co., Aurora, Ill.
Heil Co., Milwaukee, Wis.
Heller-Aller Co., Napoleon, O.
Hunt & Dorman, Cleveland, O.
Hydraulic Oil Storage Co., N. Y.
Ideal Tank Wks., Meadville, Pa.
International Harvester Co. of America, Inc., Chicago, Ill.
Iron Clad Mfg. Co., Brooklyn, N. Y.
Janney, Steinmetz & Co., Phila.
Kellogg Mfg. Co., Rochester, N. Y.
Keystone Boiler & Fdry Co., Columbia, Pa.
Kupperle Bros. Mfg. Co., St. Louis Mo., "Ideal."
Koven & Bro., L. O., New York,
Leader Iron Wks., Decatur, Ill.
Lipman Mfg. Co., Beloit, Wis.

Milwaukee Reliance Boiler Wks., Milwaukee, Wis.
Milwaukee Tank Works, Milwaukee.
Monitor Steam Generator Co., Lancaster (Gas Pumps, "Climax").
Neil & Co., Wm., Chicago, Ill.
New York Oil Cabinet Co., New York, N. Y., "Wiley."
Niles Steel Tank Co., Niles, Mich.
Norwich Storage Tank Co., Norwich, N. Y.
N. S. S. Co., Bareville, Pa., "Pennsylvania."
Oxy-Carbi Co., New Haven, Conn.
Phila. Auto Radiator Co., Phila., Pa.
Rudman, C., New York, N. Y.
Scaife & Sons, Wm. B., Pittsburg.
Sexton Can Co., Boston, Mass.
Sheppard, W. S., Newark, N. J., "Security."
Simerson Co., Chas. H., West Hoboken, N. J., "Pumplock."
Sparks Withington Co., Jackson, Mich., "Sparton."
Star Brass Wks., Kansas City, Mo.
Taylor & Bro., J. H., Montclair, N. J., "Security."
Tokheim Mfg. Co., Cedar Rapids, Ia.
Trageser Steam Copper Wks., J., New York.
Trahern Pump Co., Rockford, Ill., "Soo."
U. S. Pump & Tank Co., St. Louis.
Vac Liquid Equip. Co., Cedar Rapids, Ia.
Wallman Mfg. Co., Milwaukee, Wis.
Wayne Oil Tank & Pump Co., Ft. Wayne, Ind.
Welded Steel Barrel Corp., Detroit.
Weldex Mfg. Co., Richmond, Ind.
Western Oil Pump & Storage Tank Co., St. Louis, "Little Sampson."
Wilson & Co., F. C., Chicago.
Wilkes Mfg. Co., S. Chicago.
Wilson & Bennett, Chicago, Ill.
Wiesdorf, M. A., St. Louis, Mo.

TANKS, Steel.

Air-Tight Steel Tank Co., Pittsburg.
Aurora Steel Tank Co., Chicago.
Avery Stamping Co., Cleveland, O.
Biggs Boiler Wks. Co., East Akron, O.
Briscoe Mfg. Co., Detroit, Mich.
Chicago Steel Tank Co., Chicago, Ill.
Cleveland Wire Spring Co., Cleveland.
Federal Pressed Steel Co., Milwaukee.
Fedders Mfg. Wks., Buffalo, N. Y.
Harrisburgh Pipe & Pipe Bending Co., Harrisburgh, Pa.
Iron Clad Mfg. Co., Brooklyn, N. Y.
Janney-Steinmetz & Co., Phila., Pa.
Kinsey Mfg. Co., Toledo, O.
Pressed Steel Tank Co., Milwaukee.
Trageser Steam Copper Works, J., New York.
Worcester Pressed Steel Co., Worcester, Mass.

TANKS, Tire Inflating.

Aurora Steel Tank Co., Chicago.
Biggs Boiler Wks. Co., East Akron, O.
Bishop-Babcock-Becker Co., Cleveland.
Black & Decker, Baltimore, Md.
Goodyear Tire & Rubber Co., Akron, Ohio (Goodyear Air Bottle), Kuehn & Metz., N. Y., sole distributors.
Kellogg Mfg. Co., Rochester.
Lennox Chemical Co., Cleveland, O.
Liquid Carbonic Co., Chicago, Ill., "Emancipator."
National Marine Lamp Co., N. Y.
Prest-O-Lite Co., Indianapolis, Ind.

TANKS, Tire Testing.

Dover Stamping & Mfg. Co., Cambridge, Mass.
Trenton Potteries Co., Trenton, N. J.

TANKS, Water, for garage use only.

Biggs Boiler Wks. Co., East Akron, O.
Corcoran Inc., A. J., New York.

TAPE—See following heads:

Tape, Insulating.
Tape, Tire Repair—See Patches.

TAPE, Insulating.

Am. Elecl. Wks., Phillipsdale, R. I., "Century."
Boston Woven Hose Co., Boston.
Clifton Mfg. Co., Boston, Mass.
Consumers Rubber Co., Cleveland, O., "Euclid."
De Graff & Palmer, New York.
Dunton Co., M. W., Providence R. I., "Black Diamond," "23," "Verifax," "4."
General Elec. Co., Schenectady, N.Y., "Acme," "Paragon."
Goodrich Co., B. F., Akron, O.
Goshen Rubber Wks., Goshen, Ind.
Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.
Johns-Manville Co., H. W., New York, N. Y., "Magneto," "Fibroid," "Niagrite," "J. M.," "Jomanco."
Kerite Insulated Wire & Cable Co., New York, N. Y.
Marion Insulated Wire & Rubber Co., Marion, Ind.
Mastson Rubber Co., Lodi, Bergen Co., N. J.
Mechanical Rubber Co., Cleveland, O., "Ideal," "Utility," "Perfection," "Peerless White," "Holdtite," "Cleveland Gray Perfection."
New York Insulated Wire Co., New York, "Grimshaw," "Competition," "Raven."
Okonite Co., New York, N. Y., "Manson."
PENNSYLVANIA RUBBER CO., Jeannette, Pa.
Randall-Miller Co., Boston, Mass.
Schoonmaker, A. O., New York, N. Y. (Oiled Muslin.)
ST. LOUIS RUBBER CEMENT CO., St. Louis, Mo.
Standard Paint Co., New York, N. Y., "P. & B."
U. S. Asbestos Co., Manheim, Pa., "Usaco" (Asbestos).
Van Cleef Bros., Chicago, "Dutch."

TAPS & DIES.

American Tap & Die Co., Greenfield, Mass., "Adamantine," "Acme."
Bay State Tap & Die Co., Mansfield, Mass.
Besly Co., Chas. H., Chicago.
Brubaker & Bros., W. L., Millersburg, Pa.
Butterfield & Co., Derby Line, Vt., "Derby."
Card Mfg. Co., S. W., Mansfield, Mass.
Carpenter Tap & Die Co., J. M., Pawtucket, R. I.
Champion Blower & Forge Co., Lancaster, Pa.
Conant & Donelson Co., Conway, Mass., "Reliable."
Detroit Twist Drill Co., Detroit.
Geometric Tool Co., New Haven, Ct.
Greenfield Tap & Die Co., Greenfield, Mass., "Little Giant," "Lightning," "Green River."
Hanson & Co., H. L., Worcester.
Manufacturers Equip. Co., Chicago.
Morse Twist Drill & Mach. Co., New Bedford, Mass.
Pratt & Whitney Co., Hartford, Ct.
Oswego Tool Co., Oswego, N. Y.
Reed & Prince Mfg. Co., Worcester, Mass.
Remington Tool & Mach. Co., Woburn, Mass.
Standard Tool Co., Cleveland, O.
Superior Tap Co., Charlestown, N. H.
Webster & Parkes Tool Co., Springfield, O.
Wells & Son Co., F. E., Greenfield, Mass., "Hercules."
Winter Bros. Co., Wrentham, Mass., "Thistle."

TAXIMETERS—See Meters, Distance Recording.

TELEPHONES, for Limousines.

AMERICAN ELECTRIC CO., Chicago, Ill.
Ericsson Mfg. Co., Buffalo, N. Y.
O'Brien Mfg. Co., Jos., New York.
Schlegel Mfg. Co., Rochester, N. Y.
Spielman Elec. Co., New York.
Stentor Elec. Mfg. Co., Inc., N. Y.
Western Electric Co., New York, "Chauphone."

TENTS, Special for touring, attached to side of Auto.

Channon Co., H., Chicago.
Cleveland-Akron Bag Co., Cleveland.
Compac Tent Co., Indianapolis.
Enterprise Bed Co., Hammond, Ind. (Tent Cots).
Genesee Mfg. Co., Flint, Mich.
Strong Bungalow Co., Hartford, Conn.

TERMINALS, Wire—See Connectors & Terminals, Wire.

TESTERS—See following heads:

Testers, Battery—See Gauges, Battery.
Testers, Circuit.
Testers, Gasoline—See Hydrometers.
Testers, Magneto and Electrical Apparatus.
Testers, Spark Plug—See Gaps, Spark.
Testers, Valve.

TESTERS, Circuit.

Maroa Mfg. Co., Maroa, Ill.

TESTERS, Magneto and Electrical Apparatus.

Butler Mfg. Co., Knightstown, Ind.

TESTERS, Valve.

Heiser Special Tool Co., Kingston, Miss.

TEST COCKS—See Cocks, Pet.

TESTING INSTRUMENTS—See Instruments.

THERMOMETERS, Radiator.

Asch & Co., New York.
Edelmann & Co., E., Chicago.
Fowler Thermometer Co., St. Louis.
Foxboro Co., Foxboro, Mass.
Heat-Ometer Co., Inc., New York.
Mack, W. Lewis, Chicago, Ill., "Motor Eye" (Sole Distributor).
Motometer Co., Inc., New York, "Boyce."
Robinson Mfg. Co., Chicago.
Standard Thermometer Co., Boston, "Auto Thermo."
STEWART - WARNER SPEEDOMETER CORP., Chicago, "Thermo-Meter."

THERMOS BOTTLES—See Bottle, Vacuum.

THERMOMETERS, Vulcanizing.

Edelmann & Co., Chicago, Ill.
NORTHWESTERN CHEMICAL CO., Marietta, Ohio. "Pioneer."
Randall-Faichney Co., Boston, Mass., "Ranfac."
Shaler Co., C. A., Waupun, Wis.
Taylor Instrument Co., Rochester, N. Y.
Weinhagen, H., New York.

THERMOSTATS, for automatically supplying correct mixture to motor.

Seek Regulator Co., Chicago, Ill., "Seek Thermo-Meter."

TIMERS, Ignition.

American Coil Co., Foxboro, Mass.
Am. Motor Parts Co., Inc., Phila., "Ampco."
Atwater Kent Mfg. Works, Phila., Pa., "Unisparker."
Backe Commutator Co., Brooklyn.
Bay State Screw Co., Hatfield, Mass.
Benford Mfg. Co., E. M., Mt. Vernon, N. Y., "Monarch."
Beckley-Ralston & Co., Chicago, Ill., "Maximus."
Blackburn-Allen Co., Dayton, O., "Naxon."
Conn. Telephone & Electric Co., Meriden, Conn.
Dayton Elec. Mfg. Co., Dayton, O. "Apple."
Dayton Eng'g Laboratories Co., Dayton, O., "Delco."
Dow Mfg. Co., Braintree, Mass.
Ford Parts Specialty Co., Richmond, Ind.
Heinze Electric Co., Lowell, Mass.
Herz & Co., New York.
High Frequency Ignition Coil Co., Los Angeles, Cal., "Seeley."
J. & B. Mfg. Co., Pittsfield, Mass.
Kirkham Motor Mfg. Co., Bath, N. Y.
Kokomo Electric Co., Kokomo, Ind.
Lebman Mfg. Co., J. H., New York.
Long Bros., Kokomo, Ind.
Lovell & Co., F. H., Arlington, N. J.
Metal Specialties Mfg. Co., Chicago, Ill., "G. M."
Milwaukee Auto Engine & Supply Co., Milwaukee, Wis.
Motor Spec. Co., Waltham, Mass., "Bemus," "Monitor."
N. Y. Coil Co., New York, "Rhoades."
National Coil Co., Lansing, Mich.
Palmer Moore Co., Syracuse, "Moore."
Philadelphia Novelty Supply So., Phila., Pa., "P. N. S."
Robert Instrument Co., Detroit, Mich.
Runyen & Sons, Redkey, Ind.
Standard Mch. Products Co., Detroit.
Schug Elec. Mfg. Co., Detroit.
Sterling Mach. Co., Norwich, Conn. "Leavitt," "Uncas."
Stevens Co., E. W., Phila., Pa.
Stevens Laboratories, Hurlock, Md.
Western Electric Co., New York, "Acme," "Western Electric-Pittsfield."
Wray Pump & Register Co., Rochester, N. Y., "Schuyler."
Zimmerman-Smith Co., North Tonawanda, N. Y.

TIPS, Burner—See Burners, Acetylene.

TIRE—See following heads:

Tire Bolts—See Bolts.
Tire Brackets—See Holders, Tire.
Tire Cases—See Trunks, Tire; see also Covers, Tire.
Tire Chain Attachers—See Tools, Chain Attaching.
Tire Cleaning Compounds—See Compounds.
Tire Cores—See Compounds, Tire Filling.
Tire Covers—See Covers, Tire; also Trunks, Tire.
Tire Deflaters—See Deflaters, Tire.
Tire Filler—See Compounds.
Tire Holders—See Holders, Tire.
Tire Inflators—See Pumps; also Tanks.
Tire Inner Liners—See Protectors, Inner Tube.
Tire Irons—See Tools, Tire.
Tire Mica—See Mica, Tire.
Tire Paints—See Compounds, Tire Preserving.
Tire Powder—See Talc, Tire.
Tire Preservers—See Compounds, Tire Preserving.
Tire Protectors—See Protectors, Tire; also Protectors, Inner Tube.
Tire Puncture Compounds—See Compounds, Tire Filling.
Tire Repair Cement—See Cement.
Tire Repair Outfits—See Outfits, Tire Repair.
Tire Safety Valves—See Valves, Tire, Safety or Relief.
Tire Talc—See Talc.
Tire Tools—See Tools, Tire Removing and Repairing.
Tire Treads—See Protectors, Tire.
Tire Trunks—See Trunks.
Tire Tubes—See Tires, Pneumatic.
Tire Vulcanizers—See Vulcanizers.

TIRES—See following heads:

Tires, Cushion.
Tires, Inner Tube—See Tires, Pneumatic.
Tires, Leather—See Protectors, Tire.
Tires, Outer Casing or Shoe—See Tires, Pneumatic.
Tires, Pneumatic.
Tires, Rebuilt.
Tires, Solid.
Tires, Special.

TIRES, Cushion.

American Spring Tire Co., Chicago, "De Voll.
Dayton Rubber Mfg. Co., Dayton, O. (Airless).
FEDERAL RUBBER CO., of Illinois, Cudahy, Wis.
FIRESTONE TIRE & RUBBER CO., Akron, O.
Goodyear Tire & Rubber Co., Akron, O., "Mots."
Kelly-Springfield Tire Co., New York. "Marlen."
Overman Tire Co., New York.
Portage Rubber Co., Akron, O., "Triple Tread."
Swinehart Tire & Rubber Co., Akron.
Schau Cone Tire Co., Kalamazoo, Mich.
Wilson Tire & Rubber Co., Springfield, Ill.

TIRES, Pneumatic.

Acme Rubber Mfg. Co., Trenton, N. J., "Red Letter."
Adams & Co., Inc., Louis R., New York (sole selling agent), "Overman."
Advance Rubber Co., Brooklyn, N. Y.
Achilles Rubber & Tire Co., Binghamton, N. Y.
Ajax Rubber Co., New York.
Akron Tire Co., Inc., New York.
AMAZON RUBBER CO., Akron (Anti Blow-out).
Amazon Tire & Rubber Co., Akron.
American Rubber & Tire Co., Akron.
American Tire & Rubber Co., Mansfield, O.
Archer Cord Tire & Rubber Co., Minneapolis.
Armored Tire Co., Chicago, Ill.
Armstrong Rubber Co., Inc., Newark, N. J.
Batavia Rubber Co., Batavia, N. Y., "Genesee," "Security."
Bergougnan Tire Corporation, N. Y. City.
Besaw Tire & Rubber Co., Hartville, Ohio.
Best Tire Co., Asbury Park, N. J.
Big Four Tire & Rubber Co., Berea, Ohio.
Blodgett Rubber Co., St. Joseph, Mich. (Inner Tubes).
Boone Tire & Rubber Co., Sycamore, Ill.
Boston Belting Co., Boston.
Bonner Sales Corp., Chicago (Inner Tubes).
Bowers Rubber Wks., San Francisco.
B. & R. Rubber Co., N., Brookfield, Mass.
Braender Rubber & Tire Co., Rutherford, N. J., "Bull Dog."
Brunswick-Balke-Collender Co., Chicago.
Bucyrus Rubber Co., Bucyrus, O.
BUTLER BROTHERS, Chicago, "Defiance," "Arabian."
Century Rubber Wks., Chicago.
Chicago Rubber Clothing Co., Racine, Wis. ("Belle City" Inner Tubes).
Cleveland-Ford Tire Co., Ashtabula, Ohio.
Columb Tyres Import Co., Inc., New York, "Prowodnik."
Columbia Tire & Rubber Co., Columbiana, O.
Combination Rubber Mfg. Co., Bloomfield, N. J., "Octagon," "Keaton," "Holdon."
Community Rubber Co., Morrisville, Pa.
Compression Inner Tube Co., Louisville, Ky. (Tubes only).
Converse Rubber Shoe Co., Malden, Mass., "Tuff-E-Nuff."
Continental Rubber Wks., Erie, Pa., "Erie," "Vitalic" inner tube.
Cortland Tire & Rubber Co., Belleville, N. J.
Crown Tire & Rubber Co., Omaha.
Dayton Rubber Mfg. Co., Dayton, O.
Dellon Tire & Rubber Co., Trenton.
Diamond Rubber Co., Akron, O., "Diamond Squeegee."
Dixie Tire & Rubber Co. of New York, Baltimore, Md.
Double Fabric Tire Co., Auburn, Ind., "Xtra-Ply," "Duo Cord" ("Brazil" Gray Tubes).
Dreadnought Tire & Rubber Co., Orangeville, Md.
Dry Climate Tire & Rubber Co., Arvada, Col.
Dunlop Tire Sales Co., New York.
East Palestine Rubber Co., E. Palestine, O., "Nabob."
EHMAN TIRE & RUBBER CO., La Salle & 27th sts., Chicago, Ill.
Empire Rubber & Tire Co., Trenton, N. J., "Peerless."
Endurance Tire & Rubber Co., Brunswick, N. J.
Essex Rubber Co., Inc., Trenton.
Eureka Tire Co., Inc., Trenton, N. J.
Fabricord Tire Co., Canton, O.
FEDERAL RUBBER CO., of Ill., Cudahy, Wis.
FEDERAL RUBBER CO., OF ILLINOIS, Cudahy, Wis.
Fisk & Dunham Rubber Co., Yardville, N. J., "Royal Princess" (Inner Tubes).
FIRESTONE TIRE & RUBBER CO., Akron, Ohio.
Fisk Rubber Co., Chicopee Falls, Mass.
GENERAL TIRE & RUBBER CO., Akron, Ohio.
Giant Tire & Rubber Co., Akron, O.
Gilette Safetp Tire Co., Eau Claire, Wis.
Globe Rubber Tire Mfg. Co., Trenton.
Goodrich Co., B. F., Akron, O., "Indiana" (tube), "Silvertown Cord" (casing).
Goodyear Tire & Rubber Co., Akron, Ohio, "Cord," "No Rim Cut," "Blue Streak," "Master Tread."
Gordon Tire & Rubber Co., Canton, O. (Inner Tubes), "Gordon Triangle."
Goshen Rubber Wks., Goshen, Ind., (Inner Tubes only).
Great Eastern Rubber Co., Allentown, Pa., "Crown."
Greensburg Tire & Rubber Co., Greensburg, Pa. (Inner Tubes), "Red Wing," "Silver Grey" (Inner Tube "Isbest").
Gryphon Rubber & Tire Co., N. Y.
Hamilton Rubber Mfg. Co., Trenton, N. J. (Also "Perfection" Inner Tubes).
Hardman Tire & Rubber Co., Belleville, N. J., "Single Cure," "Sure Grip."
Hendrie Rubber Co., W. C., Torrance, Cal., "Torrance."
Hester Tire & Rubber Co., East Liverpool, O., "Hester."
Howe Rubber Co., New Brunswick, N. J. (Inner Tubes).
Hood Tire Co., Watertown, Mass., "Puritan."
Huntington Tire & Rubber Co., Huntington, W. Va.
India Rubber Co., Akron.
Indiana Rubber & Insulated Wire Co., Jonesboro, Ind., "Indiana," "Wabash," "Wabash Non-Skid."
International Rubber Co., Denver.
Ironclad Tire Co., Chicago (Ford cars only).
J. & D. Tire & Rubber Co., Charlotte, N. C.
Johnstown Rubber Co., Johnstown, Pa.
K. & W. Rubber Co., Ashland, O.
Kansas City Tire & Rubber Co., Chester, W. Va.
Keaton Tire & Rubber Co., San Francisco, Cal.
Kelly-Springfield Tire Co., N. Y.
Keystone Rubber Mfg. Co., Erie, Pa. (Inner Tubes).
Kimball Tire & Rubber Co., Chicago.
Kokomo Rubber Co., Kokomo, Ind.
L. & M. Tire Co., Carrolton, O.
Lancaster Tire & Rubber Co., Lancaster, O., "Wiregrip," "Fairfield Clingstone."
Lee Tire & Rubber Co., Conshohocken, Pa., "Zig Zag," "Velvet" (Puncture Proof Smooth).
Liberty Rubber Co., Erie, Pa. "Tribune" (inner tubes).
Long-Wear Rubber Co., Elyria, O.
Luck Tire Mfg. Co., Jonesville, Mich., "Botherless'"" (Metal side flanges).
McClurg Rubber Co., Coshocton, O.
McCreery Tire & Rubber Co., Indiana, Pa.
McGraw Tire & Rubber Co., East Palestine, O., "Imperial," "Pullman," "Congress," "McGraw."
McLean Tire & Rubber Co., East Liverpool, O.
McNaull Auto Tire Co., Toledo, O.
Mansfield Tire & Rubber Co., Mansfield, O.
Marathon Tire & Rubber Co., Cuyahoga Falls, O., "Electric," "Runner."
Mason Tire & Rubber Co., Kent, O.
Mattson Rubber Co., Lodi, N. J.
Michelin Tire Co., Milltown, N. J.

Midgley Tire & Rubber Co., Lancaster, O.
Miller, Chas. E. (The Anderson Rubber Works), Anderson, Ind., "Fog."
Miller Rubber Co., Akron, O.
Mohawk Rubber Co., Akron, O.
Mutual Tire & Rubber Co., N. Y.
National Pneumatic Tire Co., Cleveland.
National Rubber Co., Pottstown, Pa., "Red Wall," "Speedway."
National Tire Co., Trenton, N. J.
NATIONAL TIRE & RUBBER CO, E. Palestine, Ohio, "Capitol "National Highway."
Needham Tire Co., Charles River Village, Mass.
New Castle Rubber Co., New Castle, Pa., "Lehigh."
Norwalk Tire & Rubber Co., Norwalk, Conn.
N. J. Car Spring & Rubber Co., Jersey City, N. J., "Car Spring." City.
Ohio Tire & Rubber Co., Mansfield, Ohio.
ORRVILLE RUBBER CO., Orrville, O. ("Sealon Tubes")
Oneil Tire & Protector Co., Akron, O.
Palmer Tire & Rubber Co., St. Joseph, Mich.
Pearce-Arrow Tire & Rubber Mfg. Co., Phila.
Panama Rubber Co., Compton, Cal.
Pearce Tire & Rubber Co., Ashtabula, O.
Pearless Tire & Rubber Co., Green Bay, Wis.
PENNSYLVANIA RUBBER CO., Jeanette, Pa., "V. C." "Nugray," "Duoford," (Inner Tubes), "Bar O Circle."
Perfection Tire & Rubber Co., Chicago (factory at Ft. Madison, Ia.).
Perfection Tube Co., Painsville, O.
Pharis Tire & Rubber Co., Newark, O., "Packard."
Portage Rubber Co., Barberton, O.
Porter Rubber Co., Salem, O.
Quaker City Rubber Co., Philadelphia, Pa., "T. T. T."
Racine Auto Tire Co., Racine, Wis.
Racine Rubber Co., Racine, Wis.
RELIANCE A. C. CO., INC., 608 Boylston st., Boston. (Inner Tubes, Non-Puncturable)
Reynolds, Wm. C., Inc., New York, "Para."
Republic Rubber Co., "W. M." Youngstown, O.
Revere Rubber Co., New York City.
Rubber Insulated Metals Corp., Plainfield, N. J., "Century."
RUBBER PRODUCTS CO., Barberton, O. "Stronghold."
Rubber Step Mfg. Co., Exeter, N. H. (Inner Tubes).
Savage Tire Co., San Diego, Cal., "Red Grafite" (tube).
Sanford Rubber Co., Bridgeport, Conn. (Tubes), "Jitney."
Seamless Rubber Co. of New York New Haven, Conn.
Searle Unburstable Tire Co., N. Y. (Inner Tubes).
Sebring Tire & Rubber Co., Sebring, Ohio.
Semple Rubber Co., Trenton, N. J. (Inner Tube "Sedrala"), "Semco."
Schavoir Rubber Co., Stamford, Conn. (Inner Tubes).
SIDNEY PUNCTURELESS PNEUMATIC TIRE CO., East St. Louis, Ill.
Smith's Canvas Tread Tire Co., Utica, N. Y.
Standard Four Tire Co., Keokuk, Ia.
Standard Tire & Rubber Mfg. Co., Cleveland, O., "Cleveland Standard," "Velvetread."
Star Rubber Co., Akron, O.
Stens Mfg. Co., Ludlow, Mass.
Sterling Tire Corp., Rutherford, N. J.
Sterns Tire & Tube Co., St. Louis, "Sternwear."
Swinehart Tire & Rubber Co., Akron, O., "Keaton Tread."
Ten Broeck Tire Co., Louisville, Ky.
Thermoid Rubber Co., Trenton, N. J., "Nassau."
Toledo, Findlay, Tire & Rubber Co., Toledo ("Swasteka" for Fords). "T. & F."
Tyer Rubber Co., Andover, Mass., "Tyrian."
Twin City Cord Tire Co., Inc., Minneapolis, Minn., "Archer."
U & G. Rubber Mfg. Co., Trenton, N. J. ("Globe" Tubes).
United States Tire Co., New York, "Continental," "Hartford," "Morgan & Wright," "G. & J.," "Nobby Tread," "Dunlop," "Chain," "Union Tread."
Universal Rubber Co., Phila., "Gripwell."
Universal Tire Co., Los Angeles.
Victor Rubber Co., Springfield, O.
Vorhees Rubber Co., Jersey City, N. J., "Ideal," "Model" (Inner tubes).
Vulcanized Products Co., Muskegon, Mich., "Curtis."
Vulcan Rubber Co., Erie, Pa.
Wilson Tire & Rubber Co., Springfield, Ill.
Woodworth Mfg. Corp., Niagara Falls.
Wynn Pneumatic Puncture-Proof Tire Co., Sault Ste. Marie, Mich.
Zee Zee Rubber Co., Yardville, N. J.
Zimmerman Rubber Co., Alexandria, Ind.

TIRES, Rebuilt.

International Rubber Co., Denver, Colo., "Gates."
K. & W. Rubber Co., Ashland, O., "Maxotire."

TIRES, Solid.

Acme Rubber Mfg. Co., Trenton, N. J.
American Spring Tire Co., Chicago, "De Voll."
Braender Rubber & Tire Co., Rutherford, N. J.
Bucyrus Rubber Co., Akron, O.
Dayton Rubber Mfg. Co., Dayton, O., "Airless."
Diagonal Block Tire Co., Urbana, O.
FEDERAL RUBBER MFG. CO., Milwaukee, Wis.
FIRESTONE TIRE & RUBBER CO., Akron, Ohio.
Gaulois Tire Corp., New York.
Gibney Tire & Rubber Co., Phila.
Goodrich Co., B. F., Akron, O.
Goodyear Tire & Rubber Co., Akron, Ohio (Hand attachable).
Hood Tire Co., Inc., Watertown, Mass.
Kelly-Springfield Tire Co., New York.
Kokomo Rubber Co., Kokomo, Ind.
L. & M. Rubber Co., Columbiana, O.
McGRAW TIRE & RUBBER CO., E. Palestine, Ohio.
Milford Rubber Wks., Milford, Ill.
Miller Rubber Co., Akron, O.
Overman Tire Co., New York City.
PENNSYLVANIA RUBBER CO., Jeannette, Pa., "V. C."
Polack Tyre Co., New York
Portage Rubber Co., Akron, Ohio.
Republic Rubber Co., Youngstown, O
Simplex Rubber Co. of America, Inc., Ossining, N. Y.
Swinehart Tire & Rubber Co., Akron.
United States Tire Co., New York.
Victor Rubber Co., Springfield, O
Vulcan Rubber Co., Erie, Pa., "Vulco."
Vulcanized Prod. Co., Muskegon, Mich., "Curtis."
Wilson Tire & Rubber Co., Springfield, Ill. (Combination Pneumatic and Solid).

TIRES, Special.

Adsit, Charles Owatonna. Minn.
Advance Tire Co., Valley Falls, R. I.
Airplex Inner Tire Co., Springfield, Mo.
American Spring Tire Co., Chicago.
American Tire Co., Avon, Mass., "Avon Wool."
Armored Tire Co., Chicago.
Blake, C. W., Delaware City, Del. (Helical Springs).
Burgess Tire & Mfg. Co., Brookfield, Mo. (Spring).
Canvas Tread Tire Co., Utica, N. Y.
Commonwealth Rubber Co., Reading, Mass., "Mitchell."
Dayton Rubber Mfg. Co., Dayton, O. (Airless).
Divine Tire Co., Utica, N. Y. (Fabric tires).
Favary Tire Co., New York.
HOUSTON PNEUMATIC PUNCTURE PROOF WHEEL CO., Houston, Texas.
Kimball Tire Case Co., Council Bluffs, Ia. (Steel).
Lohse Automobile Improvement Co., Cleveland (Demountable Spring Tire).
McNaull Auto Tire Co., Toledo, O.
Milwaukee Rubber Wks. Co., Cudahy, Wis., "Fawkes."
Pioneer Auto & Vehicle Co., St. Louis, Mo.
Pioneer Steel Block Tire Co., St. Louis.
Punctureless Auto Tire Co., Akron, O., "King."
Reason Tire Co., Pontiac Mich.
RELIANCE A. C. CO., INC., 1834 Broadway, N. Y. (Reliance Air Container).
The Schau Cone Tire Co., Kalamazoo, Mich., "No Air."
SIDNEY PUNCTURELESS PNEUMATIC TIRE CO., East St. Louis, Ill.
Simmons Mch. Co., Albany, N. Y.
Smith Canvas Tread Co., Utica, N. Y.
Stens Mfg. Co., Ludlow, Mass.
Tention Tire Co., York, Pa.
Universal Tire Bridge Co., Indianapolis, "Gregg."
Victor Rubber Co., Springfield, O.

TOILET CASES—See Cases.

TOOL—See following heads:

Tool Boxes—See Boxes.
Tool Cases—See Boxes, Tool.
Tool Holders for Lathes and Planers—See Holders, Tool Lathe and Planer.
Tool Kits—See Kits.
Tool Rolls—See Rolls.

TOOLS—See following heads:

Tools, Carbureter Adjusting.
Tools, Chain Attaching.
Tools, Chain Repair.
Tools, Cylinder, Reboning.
Tools, Lathe and Planer.
Tools, Piston Ring Removing—See Piston Ring Removers.
Tools, Rim Remover.
Tools, Pneumatic.
Tools, Spring Spreader.
Tools Threading.
Tools, Tire Chain attaching.
Tools, Tire Removing and Replacing.
Tools, Tire Repair.
Tools, Valve Removing.
Tools, Valve Seating. Regrinding and Rethreading.
Tools, Wheel and Gear Removing—See Pullers, Wheel and Gear.

TOOLS, Carbureter Adjusting.

Deuel, F. M., Plainwell, Mich.

TOOLS, Chain attaching.

Alcemo Mfg. Co., Newark, N. J.
Evans, R., New York, "Evancamp."
Grier Co., P. A., Cleveland, O.
Marvel Accessories Mfg. Co., Cleveland.
McGuire, E. P., Van Houten, N. M.

TOOLS, Chain Repair.

Anderson Forge & Mach. Co., Detroit, Mich.
Bean Co., Berea, O.
Briggs, W. H., Richmond Hill, N. Y.
Brown Mfg. & Garage Co., J. C., Butler, Ind.
Geier Co., P. A., Cleveland.
Harris & Reed Mfg. Co., Chicago.
Ideal Tool Mfg. Co., Phila., Pa.
Macdonald & Co., J. N., Wethersfield, Conn., "Necessity."
Meyers, Henry T. C., Detroit, Mich.
Motor Car Supply Co., Chicago, Ill.
Noonan Tool & Mach. Wks., Rome, N. Y.
Russell & Co., T. F., Boston, "Macquic" (sole distributors).
S. M. H. Mfg. Co., Pittsburgh, Pa.
Shelley Tool Co., Saranac Lake, N.Y.
Weed Chain Tire Grip Co., Bridgeport, Conn (Weed Pliers).

TOOLS, Cylinder Reboning.

Storm & Ottair Co., Thompson, Ia.
Universal Tool Co., Detroit.

TOOLS, Lathe & Planer.

Armstrong Bros. Tool Co., Chicago.
Billings & Spencer Co., Hartford, Ct.
Marcy Tool Wks., Putnam, Conn.
Noble & Westbrook Mfg. Co., Hartford, Conn.
O. K. Tool Holder Co., Shelton, Ct.
Pratt & Whitney Co., Hartford, Ct., "Johnson," "Rhodes," "Woodbridge."
Thompson & Son Co., Henry G., New Haven, Conn.
Western Tool & Mfg. Co., Springfield, O., "Champion."

TOOLS, Pneumatic.

Chicago Pneumatic Tool Co., Chicago.
Cleveland Pneumatic Tool Co., Cleveland, O.
Dayton Pneumatic Tool Co., Dayton, O., "Green."
Dunlap Mfg. Co., Columbus, O.
Helwig Mfg. Co., St. Paul, Minn.
Independent Pneumatic Tool Co., Chicago, "Thor."
Ingersoll-Rand Co., New York, "Little David."
Monarch Pneumatic Tool Co., East St. Louis, Ill.
Oldham & Son Co., Geo., Phila.
Pittsburgh Pneumatic Co., Canton, O.

TOOLS, Rim Remover.

Albertson & Co., Sioux City, Ia., "Lias."
Carlson & Co., Chas. G., Chicago, "Star."
Croxford Auto Rim Tool Co., Malden, Mass.
Eureka Rim Compressor, Inc., Addison, N. Y.
Fish Best Co., Grand Rapids, Mich., "Best."
Friestedt Rim Contractor Co., Chicago.
Hoover Co., W. H. New Berlin, O.
K. P. Mfg. Co., N. Y., "Universal."
M. & M. Mfg. Co., Bayside, N. Y.
Midland Supply Co., Davenport, Ia., "Positive."
Perfection Mfg. Co., New Martinsville, W. Va.
Schultze Mch. Shop, Chenoa, Ill.
Stewart Accessories Co., Detroit, "Off & On."
Tobey, Wm. L., 16 Lewis st., East Boston, Mass., "QD."
U-Sav-Your Mfg. Co., Warren, Mass.

TOOLS, Spring Spreader.

Dayton Malleable Iron Co., Dayton, O.
Auto Parts Co., Providence, R. I., "Apco."
Cochran Pipe Wrench Mfg. Co., Chicago.
Erickson & Son, Inc., P. E., Port Chester, N. Y.
Gemco Mfg. Co., Milwaukee, Wis., "Gemco."
Morgan Mfg. Co., Newport, R. I.
Nelson Mfg. Co., A., Chicago.
Security Reliner Co., Montgomery, N. Y.
Spencer's Sons, I. S., Guilford, Ct., "Norton."
Springleaf Lubricator Co., Ann Arbor, Mich., "Knowlsons."
Standard Engrg. Wks., Woonsocket, R. I.
Townsan Auto Spec. Co., Mitchell, S. D.
West Haven Mfg. Co., New Haven.

TOOLS, Threading.

A. & H. Mfg. Co., Inc., N. Y. City.
Armstrong Bros. Tool Co., Chicago.
Geometric Tool Co., New Haven, Ct.
Modern Tool Co., Erie, Pa.
Rivett Lathe & Grinder Co., Boston.

TOOLS, Tire Removing and Replacing.

Adam Long Mach. Wks., Rochester, N. Y., "L. & M."
American Carboneter Co., Chicago, "E. Z."
Beckley-Ralston Co., Chicago, Ill.
Blue Ribbon Tire Iron Co., Bridgeport, Ct.
Brickey, R. S., Aberdeen, S. D.
Central Brass & Fixture Co., Springfield, O.
Calnan Tire Remover Co., Boston.
Carlson & Co., C. G., Chicago, Ill.
Cox Brass Mfg. Co., Albany, N. Y.
Crescent Mfg. Co., New York.
Cunningham, P. J., York, Neb., "J. P."
Dayton Malleable Iron Co., Dayton.
Drop Forging Co. of Y., Jersey City, N. J., "Sparton."
Eberhard Mfg. Co., Cleveland, O. (Valve Lifting).
Flexible Valve Remover Co., Providence.
Gemco Mfg. Co., Milwaukee, Wis., "Gemco."
General Appliance Co., Milwaukee.
Grumiaux, J. W., Le Roy, N. Y., "O-Tak-A," "O-Tak-A Junior."
Halliday Co., L. P., Streator, Ill.
Holden Mfg. Co., St. Paul, "Standard."
Hoof & Co., John C., Chicago, "L. & L."
Hoover Co., W. H., New Berlin, O.
Ideal Tool Mfg. Co., Phila., Pa.
J. P. Tire Tool Co., York, Neb.
Konigslow Mfg. Co., Otto, Cleveland.
Kay & Spencer, Providence, R. I., "Jiffy."
Leather Tire Goods Co., Niagara Falls, N. R.
Long Mach. Wks., A. A., Roch., N. Y., "L. & M."
McPherson Bros., LeRoy, N. Y., "O-t-a-k-a" Tire Tool.
Mason Automatic Tire Remover & Replacer Co., Paducah, Ky.
Max Machine Co., Clinton, Mass., "Magic."
Maydole Hammer Co., David, Norwich, N. Y. (Combination Hammer and Tire Tool).
Michigan Motor Spec. Co., Detroit, "Becco."
Michlin Tire Co., Milltown, N. J.
Miller Bros. Supply House, Wash., D. C., "Never-Sware."
Morgan, B., Newport, R. I., "2d Man."
National Jack & Mfg. Co., Chicago.
Nelson Mfg. Co., A., Chicago, Ill.
New Era Spring & Spec. Co., Detroit, "Stewart off-an-on."
Noonan Tool & Mch. Wks., Rome, N. Y.
Owens, H. M., San Francisco, Cal.
Patent Products Co., Chicago.
Pratt Mfg. Co., Wm. E., Chicago, "Morris."
Rhodes Mfg. Co., Grand Rapids, Mich.
Shawver Co., Springfield, O., "Springfield," "Eclipse."
Schultze Machine Shop, Chenoa, Ill.
Spencer, K. N., Providence, R. I., "Jiffy."
STEVENS & CO., 375 Broadway, N. Y., "Bryant," "3 in 1."
Stewart Co., F. W., Detroit, Mich., "Off and On."
Smith & Co., H. D., Plantsville, Ct.
Universal Auto-Tire Remover Co., San Francisco, Cal.
Universal Rim Co., Chicago, "Urco."
U-Sav-Your Mfg. Co., Warren, Mass.
Walker-Moore Mfg. Co., Racine, Wis.
Weaver Mfg. Co., Springfield, Ill.
Williams & Co., J. H., Brooklyn, N. Y. (Combined Tire Tool, Hammer and Screwdriver).

TOOLS (Tire Repair).

Hoggson & Pettis Mfg. Co., New Haven, Conn.
Mack, W. Lewis, Chicago, "M. E."
Penn. A. C., New York.
Vanderpool Co., Springfield, O.

TOOLS, Valve Removing.

Auburn Ignition Mfg. Co., Auburn, N. Y.
Au-To Compressor Co., Wilmington, O., "Oro."
Auto Parts Co., Providence.
Auto Sundries Co., New York, "Asco."
Buchanan, E. L., Greenwich, Conn.
Buffum Tool Co., Louisiana, Mo.
Clinton Machine Works, Clinton, Mass., "C. P."
Crescent Mfg. Co., New York.
Cummings Plier Co., Canton, O.
Dayton Malleable Iron Co., Dayton, O., "Universal."
Eberhard Mfg. Co., The, Cleveland, O.
Fay, W. B., Chicopee Falls, Mass.
Flexible Valve Remover Co., Providence, R. I.
Fulton Co., Milwaukee, "Handy."
Gemco Mfg. Co., Milwaukee, Wis.
Hallbauer, W. M., Wellston, Mo.
Hallgren, C., Pasadena, Cal.
Humboldt Mch. & Stmpg. Co., Long Island City, N. Y.
J. & B. Mfg. Co., Pittsfield, Mass.
King Spec. Mfg. Co., Brookline, Mass.
Mechanical & Electrical Mfg. Co., Chicago, Ill., "Triumph."
Metal Stamping Co., L. I. City, N.Y.
Milwaukee Auto Spec. Co., Milwaukee, "Radium."
Morgan Mfg. Co., Newport, R. I., "Little Giant," "Utility."
Mound Tool & Scraper Co., St. Louis, Mo.
National Jack & Mfg. Co., Chicago, "Yarwood."
Nelson Mfg. Co., A., Chicago, "Three in One."
New Era Spring & Spec. Co., Detroit, Mich., "G. B."
Noonan Tool & Mach. Works, Rome, N. Y.
Paro, H. G., Chicago, "Illinois."
Sjoholm, N. P., St. Louis, Mo., "Universal."
Smith Mch. Wks., Winton L., Newark, N. J., "Perfect."
Smith & Co., H. D., Plantsville, Ct.
STEVENS & CO., 375 Broadway, New York, "Bryant."
Syracuse Wrench Co., Syracuse, N. Y., "E Z."
U. S. Compass Co., Cedarburg, Wis., "Kraemer."
Vlchek Tool Co., Cleveland.
Wagner Spec. Co., New York.
Weeber Mfg. Wks., S., Albany, N. Y.
Wells, F. E., & Co., Greenfield, Mass., "3 in 1."
Winsor Mfg. Co., Providence, R. I.
White Co., Sam B., Providence, R. I.
Wright Wrench & Forging Co., Canton, O.

TOOLS, Valve Seating, Grinding and Rethreading.

A. & H. Mfg. Co., Inc., N. Y. City.
Albertson & Co., Sioux City, Ia.
Au-To Compressor Co., Wilmington, O., "Turko."
American Valve Tool Co., New York, "Ideal Adjustable."
Asco Mfg. Co., New York, "Asco."
Auto Parts Co., Providence.
Bean Co., Berea, O.
Bennett & Co., P. G., Boston, "Regent."
Boxill-Bruell Mch. Co., Cinn., O.
Brown Co., Syracuse, N. Y.
Cleveland Pneumatic Tool Co., Cleveland, O.
Corbett, A. M., Allston, Mass., "Favorite."
Crone, F. G., Buffalo, N. Y.
Currier-Koeth Mfg. Co., Coudersport, Pa., "Curko."
Favorite Mfg. Co., Columbus, O.
Flexible Valve Remover Co., Providence, "Russell."
Fry Mfg. Co., B. L., St. Louis, Mo., "Automatic."
Goodell-Pratt Co., Greenfield, Mass.
Healy Tool & Appliance Co., Inc., Buffalo, N. Y.
Hughes-Bull Co., Detroit.
Ideal Valve Grinder Co., Los Angeles.
Kellogg Mfg. Co., Rochester, N. Y.
Knepper & Knight, Detroit, "K & K" (Multiple Valve Grinder).
Marvel Accessories Mfg. Co., Cleveland.
Merry, Edward, Springfield, Mass.
Michener, E. S., New Castle, Pa.
Mossberg Co., Frank, Attleboro, Mass., "Ford," "Universal."
Motch & Merryweather Mfg. Co., Cleveland, O., "Misch."
National Auto Specialty Mfg. Co., Tama, Ia., "Foenacht," "Nasco."
Nelson Mfg. Co., A., Chicago, Ill., "Three in One."
New Era Spring & Spec. Co., Detroit, Mich., "G. B."
Noonan, D. R., Paris, Ill.
Noonan Tool & Mch. Wks., Rome, N. Y.
Olson Valve Seater Mfg. Co., Lincoln, Neb.
Parsons Valve Grinder Co., Kansas City.
R. & S. Specialty Mfg. Co., Los Angeles, "Smith's Little Wonder."

Red Top Valve Grinder Co., St. Louis, Mo.
Reece Co., E. F., Greenfield, Mass., "Utility," "Hercules."
Rennies Mfg. Co., New York City.
Robbins Co., L. D., Lynn, Mass., "H. & M."
Rothermich, A. P., St. Louis, Mo.
Sedlmayer & Brooks, Stamford, Ct.
Sargent, J. M., Graniteville, Mass.
Security Co., Pittsburgh, Pa. (for Fords).
Smith Mch. Wks., Winton L., Newark, N. J., "Perfect."
Spiro Mfg. Co., C., New York (for Fords).
STEVENS & CO., 375 Broadway, New York, "Ashcroft."
Stewart & Co., New York, "Owen."
Superior Top Co., Charleston, N. H.
Temco Elec. Motor Co., Leipsic, O.
Thomas Auto Co., Fonda, Ia. (Power Driven).
Valve Seating Tool Co., Southport, Conn.
Wagner Spec. Co., New York.
Wall, J. H., Bristol, R. I. (for Fords).

TONGS, Tire—See Tools, Tire Removing and Replacing.

TOP—See following heads:

Top Bows—See Bows.
Top Covers—See Covers, Slip and Top; see also Tops.
Top Fittings—See Fittings; also Bows.
Top Holders—See Straps, Leather; also Separators, Bow.
Top Hoists—See Hoists.
Top Straps—See Straps, Leather.

TOPS, Demountable Limousine.

Connersville Buggy Co., Connersville, Ind.

TOPS AND BOOTS.

Adams-Williams Mfg. Corp., N. Y. (Convertible).
All-Season Body Co., Jackson, Mich.
American Auto Top Mfg. Co., Chicago.
American Top Co., Jackson, Mich.
Anchor Buggy Co., Cincinnati, O. (Inclosed).
Apple, W., Dayton, O.
Anderson & Co., F. W., Phila., Pa.
Atlanta Top & Trimming Co., Atlanta, Ga.
Automobile Buggy Top Co. of America, Noxen, Pa.
Automobile Roll Top Co., Milwaukee.
B. K. Mfg. Co., New York (Aprons).
Baltimore Buggy Top Co., Baltimore.
Barton Mfg. Co., Springfield, O.
Biehl's Auto Top Co., Reading, Pa.
Birmingham Auto Top Co., Birmingham, Ala.
Blasier Mfg. Co., M. E., Utica, N.Y.
Blue Ribbon Auto & Carriage Co., Bridgeport, Conn.
Bohnet & Co., John, Lansing, Mich.
Brown Autotop Co., Philadelphia.
Brunns Carriage Mfg. Co., Buffalo.
Buob & Scheu, Cincinnati, O.
Cartier-Chapman & Co., Ludington, Mich., (Wind Shields only), "Breeze."
Central Auto Top Co., Indianapolis (for Fords).
Chicago Carriage & Trimming Co., Chicago.
Collins Carriage Co., Phila., Pa.
Columbus Buggy Co., Columbus, O.
Columbia Auto Top Co., Springfield, Mass.
Columbia Tire & Top Co., Boston (Also Windshields).
Cream City Trimming Co., Milwaukee, Wis.
Crescent Auto Top Co., New York.
Cutter, J. Frank, Cambridge, Mass
Dafoe, Eustice Co., Detroit (Aprons).
Daly & Co., Detroit ("American" One Man Top).
Danziger, L., New York (Aprons).
Detroit Carriage Co., Detroit, Mich
Detroit Weatherproof Body Co., Detroit, Mich.
Dorl-Wiley Co., Detroit, Mich., "One Lady."
Earl Automobile Wks., Los Angeles, Cal., (Wind Shields).
Eclipse Buggy Co., Fort Wayne, Ind.
Empire Auto Top Co., New York.
Elmwood Auto Top & Supply Co., Cincinnati.
Everitt, B. F. Detroit, Mich.
Falls City Buggy Top Co., Louisville.
Fellwock Automobile & Mfg. Co., Evansville, Ind., "Perfect," "Winner," "Little Dandy."
Folger & Drummond, Amesbury, Mass.
Fouts & Hunter, Terre Haute, Ind., "Cosy Cab."
Gates Mfg. Co., Indianapolis, Ind.
Glover Equipment Co., Indianapolis.
Golde Patent Mfg. Co., New York.
GORDON, J. P., Columbus, O. (Gordon Aprons and Covers and One Man Tops).
cago, "Defiance," "Arabian."
Graton & Knight Mfg. Co., Worcester, Mass.
Grand Haven Auto Body Co., Grand Haven, Mich. (Also Wind Shields).
Graves & Congdon Co., Amesbury, Mass.
Hammond-Williams Convertible Top Co., Inc., New York, "H. W."
Hampden Auto Top & Upholstery Co., Springfield, Mass.
Harlow Canopy Co., Janesville, Wis.
Harper Buggy Co., Columbia City, Ind. (closed tops).
Hercules Rubber Co., New York (Ford).
Hill Mfg. Co., Buffalo, N. Y.
Holcker-Elberg Mfg. Co., Kansas City, Mo.
Holcomb Co., The, New Haven, Ct.
Hudson & Thurber Co., Minneapolis.
Hume Carriage Co., Amesbury, Mass
Indianapolis Dash Co., Indianapolis.
Initial Toe Pad Co., Three Rivers, Mich.
Iroquois Auto Top Co., Utica, N. Y.
Irvin Mfg. Co. R. J., Indianapolis.
Jackson Top Co., Jackson, Mich.
Jiffy Auto Curtain Co., Detroit.
Johnson, E. J., Pittsburgh.
Johnson & Johnson, Baltimore, Md.
Kepler & Warner, San Francisco.
Kimball & Co., C. P., Chicago, Ill.
Kingsbury-Leahy Co., Albany, N. Y., "K. L."
Knapp Co., A. C., Detroit, Mich.
Kribs Auto Wks., Los Angeles.
La Due Auto Top Co., Toledo, O.
La Porte Carriage Co., La Porte, Ind
Larkins & Co., San Francisco.
Larrimore Top Co., Baltimore, Md.
Lattimore, A. E., San Francisco.
Limousine Carriage Mfg. Co., Chicago, Ill., (Wind Shields), "Schildback," "Beecher," "Volta."
London Auto Supply Co., Chicago, Tops, "London"); (Wind Shields, "Lasco").
Longdin & Brugger, Fond du Lac, Wis.
Loud, F. A., Merrimac, Mass.
Lowery Top & Body Co., Phila.
Lyons & Co., Hugh, Lansing, Mich., (Wind Shields).
McClellan, Charles P., Fall River, Mass.
McNear, Geo. W., Boston.
Matt & Co., F., Newark, N. J.
Meyer, C. G., Tiffin, O.
Meyer Co., Morris F., Port Huron, Mich. (Wind Shields only).
Meyer & Son, C. G., Tiffin, O.
Messer, C. A., New York (Wind Shields), Automatic."
Mobile Top Co., Detroit.
Motor Shop, Indianapolis, Ind., (Wind Shields), "Imperial."
Moline Auto Top Co., Moline, Ill.
Murray & Co., P. A., Newton, Mass
Nathan Novelty Mfg. Co., N. Y. (for Fords).
National Auto Top Co., New York.
Neumeister, Fred P., Rockford, Ill.
N. J. Auto Top Mfg. Co., Newark.
N. E. Auto Top Co., Boston.
New York Auto Top & Supply Co., Newark, N. J.
Newton & Son, W. H., Cortland, N. Y.
Niagara Fabric Mfg. Co., New York.
Norris, R. Milton, Baltimore, Md.
Ohio Top Co., Cincinnati, O.
Pantasote Co., N. Y., "Solitaire."
Paterson Vehicle Co., Paterson, N. J. (Also Windshields.)
Peerless Buggy Top Co., Cincinnati.
Perkins & Campbell Co., Cinn., Ohio.
Perry Auto Top Co., Columbus, O.
Piqua Automobile Top Co., Piqua, O.
Post Co., C. M., Newark, N. J.
Premier Auto Novelty Mfg. Co., Inc., New York (Aprons, Wash and Storms).
Premier Elec. Co., Chicago, "Little Giant."
Rands Mfg. Co., Detroit, Mich.
Reilly, Inc., J., Newark, N. J.
Reynolds, E. W., Omaha, Neb.
Rhodes, W. C., Phila., Pa.
Robbins & Co., Indianapolis.
Rowerdink, U. H., Rochester, N. Y.
Ruch Auto Top Co., Mt. Vernon, N. Y.
Russell, H. J., Worcester, Mass., "Worcester."
Seattle Auto Top Mfg. Co., Seattle.
Seffens, Chas., Stoughton, Wis.
Sieder Mfg. Co., Detroit, Mich.
Sharrer Pat. Top Co., Inc., N. Y.
Shugers Mfg. Co., Los Angeles.
Smith, H. Lund, Paterson, N. J.
Smith & Co., Joseph N., Detroit, Mich. (Wind Shields), "Ackerman."
Snow & Co., N. H., Binghamton, N. Y.
Sprague Umbrella Co., Norwalk, O., (Canopies).
Springfield Auto Top & Upholstering Co., Springfield, Mass.
Springfield Harness Co., Springfield, Mass. (Also Wind Shields).
Springfield Metal Body Co., Springfield, Mass.
Standard Auto Top Co., Phila., Pa.
Standard Top & Equipment Co., Cleveland, O.
Star Storm Front Mfg. Co., Troy, O.
Sterling Auto Top Co., Detroit.
Sterling Top & Equipment Co., New York, "Grundy" (One Man Top).
Studebaker Bros. Mfg. Co., South Bend, Ind., (Wind Shields only).
Sunset Carriage Factory, Stockton, Cal.
Taylor, C. V., Pontiac, Mich.
Teel Mfg. Co., Medford, Mass.
Trumbly Auto Top & Curtain Co., Chicago.
Twentieth Century Motor Car Co., South Bend, Ind., "Williams."
Universal Motor Products Co., Indianapolis, "Hoskyns."
Vehicle Top & Supply Co., St. Louis, Mo., "Vesco."
Vetter Auto Top Co., New York (Also Wind Shields).
Wadsworth Mfg. Co., Detroit.
Walker & Co., Inc., A. J., New York.
Warner Pole & Top Co., Cincinnati.
Waugh & Co., Charles, Cambridge, Mass.
Western Mechanical Works, Los Angeles, Cal., (Wind Shields only).
WISCONSIN AUTO TOP CO., 1519 17th st., Racine, Wis., "Badger."
Wood & Son, Frederick R., New York, N. Y.

TORCHES—See following heads:

Torches, Acetylene Safety.
Torches, Gasoline Blow.
Torches, Kerosene blow.

TORCHES, Acetylene Safety.

IMPERIAL BRASS MFG. CO., 1200 W. Harrison St., Chicago.
Nemo Chemical & Spec. Mfg. Co., Chicago, Ill., "Readyhot."
Sco Mfg. Co., Boston, Mass.
Moore & Moore, Westfield, Mass.
Oxy-Acetylene Products Co., Chicago.

TORCHES, Gasoline Blow.

American Stove Co., St. Louis, Mo., "Reliable."
Ashton Mfg. Co., Newark, N. J., "Red Hot."
Berns, Otto, Newark, N. J., "Always Reliable."
Bridgeport Brass Co., Bridgeport, Ct., "Vulcan," "Queen."
Clayton & Lambert Mfg. Co., Detroit.
Dayton Malleable Iron Co., Dayton, O.
Decker Mfg. Co., Newark, N. J.
Diener Mfg. Co., Chicago, Ill., "Torrid."
Simmelman Bros. Mfg. Co., Indianapolis (Comb. Soldering Iron).
Glamorgan Pipe & Foundry Co., Lynchburg, Pa.
Helland, Geo. W., New York, "Beekman."
Hauck Mfg. Co., Brooklyn, N. Y.
Hess & Son, Phila. (Alcohol).
Hine-Watt Mfg. Co., Chicago, Ill., "Man."
IMPERIAL BRASS MFG. CO., 534 S. Racine ave., Chicago, Ill.
Invincible Mfg. Co., Wilmington Ill.
Johnson Gas Appliance Co., Cedar Rapids, Ia.
Knapp Mfg. Co., New York, N. Y.,
Lovett, A. E., New York.
Macleod & Co., Walter, Cincinnati, O., "Buckeye."
Mossberg Co., F., Attleboro, Mass., "Imp."
National Cement & Rubber Co., Toledo, O.
Nemo Chemical & Spec. Mfg. Co., Chicago, "Readyhot."
Peabody & Co., Henry W., New York (Sole Distributors U. S.), "New American."
Phillips & Harmon, Northville, Mich. "Warrior."
Quandriga Mfg. Co., Chicago, Ill., "Walters."
Roberts Elec. Supply Co., H. O., Philadelphia.
Sievert Torch Co., Boston, Mass., "Max Sievert."
Sun Vapor Street Light Co., Canton, O.
Turner Brass Works, Sycamore, Ill., "Mogul, Jr.," "Jewell," "Old Reliable," "Kinzie," "Mogul," "Bull Dog," "Franklin," "Hot Blast," "Double Jet."
Volcano Torch & Mfg. Co., Erie, Pa.
Westinghouse Elec. & Mfg. Co., E. Pittsburgh, Pa., "Universal."
Zeidler Lamp & Brass Co., Lomira, Wis., (Baby).

TORCHES, Kerosene Blow.

Clayton & Lambert Mfg. Co., Detroit (Fire Pot).
Hauck Mfg. Co., Brooklyn, N. Y.

TOWING CABLES See Cables

TRAILERS.

Acme Wagon Wks., Emigsville, Pa.
Anchor Buggy Co., Cincinnati.
Boston Trailer Co., Boston.
Bull Dog Mfg. Co., Kansas City, Mo.
Butler Co., Butler, Ind.
Bettendorf Trailer Co., Bettendorf, Ia.
Cleveland Paxson Co., Cleveland, O.
Columbian Wagon Co., Columbia, Pa.
Curtis Trailer Co., Minneapolis.
Defiance Carriage Co., Defiance, O.
Detroit Trailer Co., Detroit.
Durant-Dort Carriage Co., Flint, Mich.
Eagle Wagon Wks., Auburn, N. Y.
Erie Trailers Mfg. Co., Erie, Pa.
Eureka Co., Rock Falls, Ill.
Forschler, Philip Wagon & Mfg. Co., New Orleans, La.
Fruehauf Trailer Co., Detroit.
Harper Buggy Co., Columbia City, Ind.
Hopp Carriage Co., Mifflingburg, Pa.
Holland Trailer Car Corp., New York.
Indestructible Wheel Co., Lebanon, Ind.
Johns Semi Trailer Co., Detroit.
Lally Commercial Body Co., Everett, Mass.
Laros & Sons Co., D. A., Grinnell, Iowa.
Lion Buggy Co., Cincinnati, O., "Autotrail."
Los Angeles Trailer Co., Los Angeles, Calif.
Luth Carriage Co., Cincinnati, O.
Lynch Mfg. Co., Hammond, Ind.
Mayer Co., Chicago, "Ideal."
Martin Rocking Fifth Wheel Co., Springfield, Mass.
Miami Trailer Co., Troy, O.
Michigan Auto Trailer Co., Detroit, "Matco."
Milse Co., Jackson, Mich.
Nickle Bros., Flint, Mich.
Northway Trailer Co., E. Rochester, N. Y.
Ohio Trailer Co., Cleveland.
Parry Mfg. Co., Indianapolis.
Portable Camp Co., Detroit.
Press Sons, Jacob, Chicago.
Puffer-Hubbard Mfg. Co., Minneapolis, "Litehaul."
Pull-More Motor Truck Co., Pittsburgh, Pa.
Randolph, H. C. Jonesville, Mich.
Rochester Trailer Co., East Rochester, N. Y.
Rogers Bros. Co., Albion, Pa.
Sechler & Co., Cincinnati, O., "Trailmobile."
Service Auto Trailer Co., Detroit.
Schubert Wagon Co., August, Oneida, N. Y.
Shadbolt Mfg. Co., Brooklyn, N. Y.
Shattuck Trailer Co., Minneapolis.
Sherwood Bros. Mfg. Co., Canastota, N. Y.
Simplex Short Turn Gear Co., Anderson, Ind.
Sior Heinrich & Son, Brooklyn, N. Y.
Troy Wagon Works Co., Troy, O.
Warner Mfg. Co., Beloit, Wis.
Watson Wagon Co., Canastota, N. Y.

TRANSFER ORNAMENTS—See Ornaments.

TRANSMISSION—See Gears; see also Chain.

TREADS OR BANDS, Tire Protecting—See Protectors, Tire.

TRIMMING, Metal—See Rails, Metal; also Mountings, Metal.

TRIMMINGS, Upholstery—See Lace and Trimmings.

TRIP RECORDERS—See Meters Distance Recording.

TROLLEYS, Carrying—See Cranes.

TROUBLE FINDERS—See Instruments, Motor Testing.

TRUCKS, Wrecking—Takes place of broken wheel or axle.

Autorescue Mfg. Co., Streator, Ill.
Bailey Non-Stall Differential Corp., Chicago.
Bihler, Albert E., Omaha Neb.
Collins Co., E. B., Danville, Ill., "Pull In."
Ellis Smith Mfg. Co., Buffalo, N. Y.
Holmes & Bros., R., Danville, Ill.
Menasha Wood Split Pulley Co., Menasha, Wis., "Lawson," "Meyers Single Wheel."
Milwaukee Auto Spec. Co., Milwaukee, Wis., "Masco."
Projecta Co., East Milton, Mass.
Rub-On Mfg. Co., Buffalo, N. Y., "E. & S."

TRUNK RACKS—See Racks.

TRUNKS—See following heads:

Trunks, Leather.
Trunks, Metal.
Trunks, Tire.

TRUNKS, Leather.

Ajax Trunk & Sample Case Co., New York, N. Y.
Auto Trunk Mfg. Co., New York.
Bal, William, Newark, N. J.
Belber Trunk & Bag Co., Phila., Pa.
Berg Auto Trunk & Spec. Co., New York.
Boyle & Co., John, New York.
Fuller Co., G. W., Hartford, Conn.
Haskell Bros., Chicago, Ill.
Kamlee Co., Milwaukee, Wis.
Lorenz Trunk Wks., Minneapolis.
Morrison & Co., L. E., Indianapolis.
Niagara Fabric Mfg. Co., New York.
Sage's Trunk & Leather Goods Co., Boston.
Simon & Co., S. C., Philadelphia.
Winship, W. W., Boston, Mass.
Wohlfeld Trunk & Bag Co., Philadel-

TRUNKS, Metal.

A. Z. Co., New York, N. Y.
Hale & Kilburn, Philadelphia.
Keystone Sheet Metal Co., Pittsburgh, Pa.
Metal Specialty Co., Cincinnati.

TRUNKS, Tire.

Ajax Trunk & Sample Case Co., New York.
American Vulcanized Fibre Co., Wilmington, Del., "Vul-Cot."
Auto Trunk Mfg. Co., New York, "Atco."
Bal, Wm., Newark, N. J.
Belber Trunk & Bag Co, Phila., Pa.
Berg Auto Trunk & Spec. Co., New York.
Bohnet & Co., John, Lansing, Mich.
Fuller Co., G. W., Hartford, Conn.
Gates Mfg. Co., Indianapolis.
Gordon Co., J. P., Columbus, O. (cases).
Kamlee Co., Milwaukee.
Merchant & Evans Co., Philadelphia, Pa., "Star" (Metallic).
Nat'l Enamel & Stamping Co., St. Louis, "Nesco."
Norris, R. Milton, Baltimore, Md.
Ohio Top Co., Cincinnati, O.
Peirce Mfg. Co., Los Angeles, "Western."
Pratzner, J. V., New Haven, Ct. (Comb. Tire Holder).
Racine Buggy Top Co., Racine, Wis.
Sage's Trunk & Leather Goods Co., Boston.
Simon & Co., S. C., Phila., Pa.
Warren Leather Goods Co., Worcester, Mass.
Welch & Suthergreen, Fitchburg, Mass., "Amphi," "Imperial."
Wiley & Son Co., W. H., Hartford, Conn., "Perfect."
Winship, W. W., Boston, Mass.
Wohlfeld Trunk & Bag Co., Phila., Pa. (Comb. Gasoline Tank).

TUBE PATCH CLAMPS—See Clamps.

TUBES—See following heads:

Tubes, Boiler—See Pipe, Wrought Iron or Steel; also Tubing, Brass or Copper; also Tubing, Steel.
Tubes, Speaking, Carriage.
Tubes, Inner—See Tires, Pneumatic.

TUBES, Speaking Carriage.

Cowles & Co., C., New Haven, Conn.
Law Engineering & Specialty Co., Inc., Rochester, N. Y.
O'Brien Mfg. Co., J. F., New York.
Parry & Co., A. N., Amesbury, Mass
Perpente Mfg. Co., New Haven, Conn
Schlegel Mfg. Co., Rochester, N. Y.
White Mfg. Co., Bridgeport, Ct.

TUBING—See following heads:

Tubing, Aluminum.
Tubing, Brass (Iron Lined).
Tubing, Brass or Copper.
Tubing, For Wiring—See Conduits Fabric.
Tubing, Fibre—See Fibre, Hard.
Tubing, Flexible Metallic.
Tubing, Rubber—See Rubber.
Tubing, Spiral Radiator.
Tubing, Steel.

TUBING, Aluminum.

ALUMINUM CO. OF AM., Pittsburgh.

TUBING, Brass, Iron Lined.

Beckert, Wm., Allegheny, Pa.
Phenix Tube Co., Brooklyn, N. Y.
Rome Mfg. Co., Rome, N. Y.

TUBING, Brass or Copper.

American Tube Wks., Boston, Mass.
Benedict & Burnham Mfg. Co., Waterbury, Conn.
Bridgeport Brass Co., Bridgeport, Ct.
Breeze Carburetor Co., Newark, N. J.
Buffalo Copper & Brass Rolling Mill, Buffalo, N. Y.
Coe Brass Mfg. Co., Torrington, Conn.
Detroit Copper & Brass Rolling Mills, Detroit, Mich.
Erie-Buffalo Tube Co., Erie, Pa.
French Mfg. Co., Waterbury, Conn.
IMPERIAL BRASS MFG. CO. 1200 W. Harrison St., Chicago, Ill.
Jolley & Co., J. H., Phila., Pa.
Mackenzie-Walton Co., Pawtucket, R. I.
Manhattan Brass Co., New York.
Merchant & Evans Co., Philadelphia, Pa.
Michigan Copper & Brass Co., Detroit, Mich.
Motor Products Corp., Detroit.

National Brass & Copper Tube Co., New York, N. Y.
New Jersey Tube Co., Harrison, N. J.
Randolph-Clowes Co., Waterbury.
Rome Brass & Copper Co., Rome, N. Y.
Rome Hollow Wire & Tube Co., Rome, N. Y.
Standard Brass & Copper Co., New London, Conn.
United Wire & Supply Co., Providence, R. I.
Waterbury Mfg. Co., Waterbury, Conn.
Whitlock Coil Pipe Co., Hartford.
Wells & Co., A. H., Waterbury.

TUBING, Flexible Metallic.

Almond Mfg. Co., T. R., Ashburnham, Mass.
Am. Metal Hose Co., Waterbury, Ct.
Automobile Supply Mfg. Co., Brooklyn, N. Y.
Breeze Carbureter Co., Newark, N. J.
Chicago Tubing & Braiding Co.
Culver-Stearns Co., Worcester, Mass.
Essex Rubber Co., Inc., Trenton.
Graham & Berwin, New York.
Lombardi Motor Co., Derby, Conn.
National Metal Moulding Co., Pittsburgh, Pa., "Auto-Flex."
Pennsylvania Flexible Metallic Tubing Co., Phila., "Penflex."
Standard Metal Mfg. Co., Newark, N. J.
U. S. Flexible Metallic Tubing Co., Los Angeles, Cal.
Webb Mfg. Co., Newark, N. J
Woven Steel Hose & Rubber Co., Trenton, N. J.

TUBING, Spiral Radiator.

Long Mfg. Co., Detroit, Mich.
Rome-Turney Radiator Co., Rome, N. Y.

TUBING, Steel.

Becker Steel Co. of Am., New York
Consolidated Mfg. Co., Toledo, O. (also Brazed Steel Tubing).
Delaware Seamless Tube Co., Auburn, Pa
Detroit Seamless Steel Tube Co. Detroit, Mich
Elyria Iron & Steel Co., Cleveland, O., "Elisco."
Globe Seamless Tube Co., Milwaukee, Wis.
Nash & Co., Geo., New York (Seamless).
National Tube Co., Pittsburg, Pa. "National," "Shelby."
Ohio Seamless Tube Co., Shelby, O.
Pittsburg Seamless Tube Co., Beaver Falls, Pa.
Pittsburgh Steel Products Co., Pittsburgh, Pa.
Standard Parts Co., Cleveland, O.
Ward & Sons, E. T. Boston Mass
Whitlock Coil Pipe Co., Hartford.

TURBINES, Water—Belted or Direct Connected.

Leffel & Co., James, Springfield, O

TURNBUCKLES, See Screw Machine Products.

TURNTABLES, Automobile.

American Bridge Co., Minneapolis.
Automobile & Accessories Mfg. Co., Baltimore, Md., "Norwood."
Beach Auto Turntable Co., T. C., St. John's, Mich.
Bicycle Step Ladder Co., Chicago.
Cambridge Iron Wks., Cambridge, Mass.
Canton Fdry. & Mach. Co., Canton, O., "Universal."
Curtis Jack & Truck Co., St. Louis (Comb. Jack, etc.).
Ernest's Sons, C. F., Buffalo, N. Y.
Fellwock Auto & Mfg. Co., Evansville, Ind.
Hunter & Co., S. M., Chicago, Ill.
Kitson, James, Buffalo, N. Y.
Lansing Co., Lansing, Mich.
Link Belt Co., Phila., Pa.
Nichols & Bro., Geo. P., Chicago.
Northern Engr. Wks., Detroit, Mich
Parker Bros. Iron Co., Boston.
Portland Garage Co., Portland, Me.
Pitless Auto Turntable Co., Kansas City, Mo.
Smith Machine Co., H., Paterson, N. J.
Smith Iron Co., G. W. & F., Boston, Mass.
Thomas Mfg. Co., Franklin, Pa
Turner Mach. Co., Danbury, Ct.
United Casting Co., Los Angeles. "Frictionless."
Washburn & Granger, New York.
Weaver Mfg. Co., Springfield, O. (Comb. Jack).
Weber Cycle & Supply Co., Colorado Springs, Colo.
Zering Mfg. Co., H., Cincinnati, "Perfection."

UNIONS—See following heads:

Unions, Brazing.
Unions, Pipe—See Fittings.

UNIONS, Brazing.

Hancock, Mfg. Co., Charlotte, Mich.

IMPERIAL BRASS MFG. CO., 1200 W. Harrison St., Chicago, Ill.
Lunkenheimer Co., Cincinnati, O.
Maremont Mfg. Co., Chicago, "Camelford."
Powell Co., The Wm., Cincinnati.
Richardson Phenix Mfg. Co., New York, "Union Cinch."
Williams Valve Co., D. T., Cincinnati, O.
Zork Mfg. Co., O., Cleveland, O.

UNITS (for converting Ford Chassis into Truck & Tractors.

Ames Co., F. A., Owensboro, Ky., "Ameston."
British-American Sales Corp., N. Y. Chain Ton Ford Co., Phila.
Central Wagon & Auto Co., Cleve., O.
Commercial Car Unit Co., Phila., Pa. "Hudford."
Commercial Truckmobile Co., Chicago, "Truckmobile."
Curry & Rowe, San Francisco, Cal., "Ralston."
Dearborn Truck Co., Chicago, "Fort Dearborn."
Detroit Truck Co., Detroit, "Tonford."
Eastern Truckford Co., Inc., Buffalo, N. Y.
Emerson Mfg. Co., Detroit.
Evans Truck Mfg. Co., Detroit.
Farm Tractor Co., Fond du Lac Wis. (Tractor).
Forbes, Walter J. Boston, Mass.
Graham Bros., Evansville Ind.
Greb Co., Boston, "P. B. B."
Gerlinger Motor Car Co., Tacoma, Wash. (Tractors).
Hayes-Diefenderfer Co., New York, "H. D."
Iowa Motor Truck Co., Ottumwa, Ia.
Jewett Car Co., Newark, O.
Kelley Convertible Auto Truck Co., Chicago.
KNICKERBOCKER MOTORS, INC., 170 B'way New York (Tractors).
Laconia Truck Co. (Greb Co., General Agent, Boston, Mass.), "P. B. B. Assembly."
Make-A-Truck Co., Chicago.
Maxfer Truck & Tractor Co., Chicago.
Motor Accessory Distributing Co., Boston, "Longford."
Overton Truck Co., Detroit.
Redden Motor Truck Co., Detroit.
Robinson Machine Co., Detroit, "Truckford."
Rothweiler & Co., Seattle, Wash.
Selden Mfg. Co., Detroit, "Samson."
Simplex Truckform Co., Chicago.
Strand Mfg. Co., E. G., St. Paul, Minn., "Mak-a-Tractor."
Spring-Ford, Detroit.
Sweedish Crucible Steel Co., Detrot, "Olson."
Smith Form_A-Truck Co., Chicago.
Stableford Truck Mfg. Co., Chicago.
TON-A-FORD TRUCK CO., 1825 15th st., Racine, Wisc.
Tructor Mfg. Co., Chicago.
Utility Truck Co., Chicago.
Uni Tractor Co. Chicago, Ill. (converting Ford to Tractor).
Union Truck Mfg. Co., N. Y. C.
Wilson-Holland Mfg. Co., Detroit, "Will-Holl."
Woodward Truck Attachment Co., Los Angeles, Cal., "Ton-ford."
Xtend-A-Ford Co., Phila.

UNIVERSAL JOINTS—See Joints.

UPHOLSTERY—See following heads:

Cloth.
Filling—See Hair.
Hair.
Laces and Trimmings.

VACUUM BOTTLES—See Bottles.

VACUUM GASOLENE SYSTEMS—See Systems, Vacuum, Gasolene.

VALVE—See following heads:

Valve Grinding Compounds—See Compounds.
Valve Removers—See Tools, Valve, Removing.
Valve Scrapers—See Scrapers, Cylinder.
Valve Seating Tools—See Tools.
Valve Testers—See Testers Valve.
Valve Timing Rods—See Rods.

VALVES—See following heads:

Valves, Automatic Inlet (Special Patented)—See Valves, Gas Engine Spec. Pat.
Valves, Air, for Pump Connection.
Valves, Auxiliary Air.
Valves, Cylinder Relief—See Cocks, Pet.
Valves, Gas Engine (Special Patented).
Valves, Gasoline Lock.
Valves, Mixing.
Valves, Pin or Needle.
Valves, Tire.
Valves, Tire (Safety or Relief).

VALVES, Air—For Pump Connection.

Auburn Ignition Co., Auburn, N. Y.
Auto Spec. Mfg. Co., Chicago.

VALVES, Auxiliary Air.

Evapco Mfg. Co., Detroit.
Hine-Watt Mfg. Co., Chicago, Ill., "Sly."

VALVES, Gas Engine (Special Patented).

Gemco Mfg. Co., Milwaukee.
Lewis Elec. Welding & Mfg. Co., Toledo, O.
Michigan Engine Valve Co., Detroit.
Rich Tool Co., Chicago, Ill.
Romort Mfg. Co., Seattle, Wash.
Schlieder Mfg. Co., Detroit.

VALVES, Gasoline Lock.

Block Autom. Valve Co., New York.
Detroit Accessory Co., Detroit, Mich., "Don't Worry Valve."
Esco Mfg. Co., Detroit, Mich.
Geobe Auto Lock Co., Canisteo, N. Y.
Headlight Support Co., Detroit. "Gasolock."
Janney, Steinmetz & Co., Phila., Pa., "Hill."
Norwalk Iron Wks. Corp., S. Norwalk, Ct., "Hill."
Security Auto Lock Co., New York.
Thomas Auto Spec. Mfg. Co., Canasteo, N. Y.
Walker Ke-les Lock Co., Chicago.
Wilton Mfg. Co., Wrightsville, Pa.

VALVES, Mixing.

Am. Brass & Iron Co., Detroit.
Barker, C. L., Norwalk, Conn.
Clayton & Lambert Mfg. Co., Detroit, Mich.
Crone, F. S., Buffalo, N. Y.
D. & L. Mfg. Co., Des Moines, Ia.
DETROIT BRASS WORKS, 100 Hobart Ave., Detroit, Mich.
Economy Auto Spec. Co., Chicago.
Generator Valve Co., Brooklyn, "Excelsior," "Perfection."
Imperial Brass Mfg. Co., Chicago.
Lavigne Mfg. Co., Detroit, Mich.
Locke Regulator Co., Salem, Mass.
Loose, R. D., Mixing Chamber Co., Springfield, Ill., "Egyptian."
Lunkenheimer Co., Cincinnati, O., "Nonpareil."
Mason Regulator Co., Boston, Mass
Monarch Valve Co., Bklyn, N. Y
Morse Mfg. Co., Providence, "Humo Vaporizer."
Wilkinson Co., Wm. H., W. Medway, Mass.
Williams Valve Co., D. T., Cincinnati, O.

VALVES, Tire.

Angsten-Koch Co., Chicago.
Atlas Auto Supply Co., Chicago, "Day."
Double Seal Tire Valve Co., Detroit.
Mizner, George, Decorah, Ia.
Myers, W. M., Chicago, Ill.

VALVES, Pin or Needle.

Al-Bach Auto Access Co., St. Louis, "Keisters No Leak."
Central Machinery & Supplies Co., New York, "Levant."
Chicago Racine Al. Brass & Iron Wks., Chicago, "Vance."
Hodgett & Son, W. J., Wallingford, Ct.
IMPERIAL BRASS MFG. CO., 1200 W. Harrison St., Chicago, Ill.
Mizener Supply Co., Decorah, Ia.
Schrader's Son, Inc., A., Brooklyn, N. Y., "Pressuretell," "Edco."
Smith Tire Valve Co., Boston, Mass.
Stevens Mfg. & Supply Co., Chicago.

VALVES, Tire (Safety or Relief)

Artizan Brass Co., Chicago.
Ashmore & Bennett, Kansas City
Central Machy. & Supplies Co., New York, "Levant."
Clayton F. T., Sandwich, Mass.
Cordeaux-Etter Mfg. Co., Brooklyn, N. Y., "Universal."
Hammond Mfg. Co., Passaic, N. J. "International."
Myers, W. M., Chicago, Ill.
Polo Pneumatic Alarm Mfg. Co., Clear Lake, S. D.
Schrader's Son, Inc., A., Brooklyn, N. Y., "Pressuretell," "Universal."
St. Louis Pneumatic Valve Co., St. Louis, Mo., "St. Louis."

VAPORIZERS — See Carbureters.

VARNISH PROTECTORS—See Compounds, Waterproofing.

VARNISHES.

Acme White Lead & Color Works, Detroit, Mich.
Adams & Elting Co., Chicago, "Ad-Elite."
American Varnish Co., Chicago, Ill
Armitage & Co., John L., Newark N. J.
Arsenal Varnish Co., Rock Island, Ill.
Anglo-American Varnish Co., Newark, N. J.
Auto Products Co., Buffalo, N. Y., "Rub-On."
Babcock Varnish Co., Boston, Mass.
Ball Chemical Co., Allegheny, Pa.
Becker Varnish Co., R. A., Cincinnati, Ohio.
BERRY BROS., Detroit, "Lionoil."
Bigelow Varnish Co., Newark, N. J.
Billings & Chapin Co., Cleveland, Ohio.
Blackburn Varnish Co., Cincinnati.
Booth & Law Varnish Co., New Haven.
Borden Varnish Co., St. Louis, Mo.
Boston Varnish Co., Boston, Mass.
Brooklyn Varnish Mfg. Co., Bklyn
Burbank & Ryder Varnish Co., Boston, Mass.
Calman & Co., Emil, N. Y.
Chase-Roberts Co., L. I. City, N. Y.
Chicago Mica Co., Valparaiso, Ind., "Crystal."
Cincinnati Varnish Co., Cincinnati.
Cleveland Varnish Co., Cleveland, O.
Columbus Varnish Co., Columbus, O., "Peerless."
Continental Varnish Co., Kansas City, Mo.
Coyne Bros. Varnish Co., Phila., Pa.
Crockett Co., David B., Bridgeport, Conn.
Detroit White Lead Wks., Detroit.
Detroit Varnish Co., Detroit, Mich.
Devoe & C. T. Raynolds Co., F. W., New York, N. Y.
Felton, Sibley & Co., Philadelphia
Flint Varnish & Color Wks., Flint, Mich.
Flood & Conkling, Newark, N. J.
Forest City Paint & Varnish Co., Cleveland, Ohio.
French & Co., S. H., Phila., Pa.
Fuller & Co., A. P., Portland, Me.
Gillespie Varnish Co., Jersey City.
Glidden Varnish Co., Cleveland, O.
Globe Varnish Co., Pittsburgh, Pa.
Gregg Varnish Co., St. Louis, Mo.
Harrison Bros. & Co., Phila., Pa.
Hollingshead Co., R. M., Camden, N. J., "Whiz."
Hotopp Varnish Co., Hoboken, N. J., "Dura."
Howe Varnish Co., Brooklyn, N. Y
Indianapolis Varnish Co., Indianapolis.
Iron City Oil Varnish Co., Pittsburg.
Jamestown Paint & Varnish Co., Jamestown, Pa.
Lawrence-McFadden Co., Phila.
Lilley Varnish Co., Indianapolis Ind.
Louisville Varnish Co., Louisville, Ky.
Lowe Bros. Co., Dayton, Ohio.
Lucas & Co., John, Phila., Pa.
Masury & Sons, John W., Brooklyn.
McDougall Varnish Co., Buffalo.
Moller & Schumann Co., Bklyn.
Mound City Paint & Color Co., St. Louis, Mo., Gregg.
Murphy Varnish Co., Newark, N. J.
National Varnish Co., L. I. City, N. Y.
Newark Varnish Co., Newark, N. J.
New Era Lustre Co., New Haven, Conn. (Enamel).
NORTHWESTERN CHEMICAL CO., Marietta, Ohio. "Pioneer."
O'Brien Varnish Co., South Bend, Ind.
Ohio Varnish Co., Cleveland, Ohio
Palmer-Price Co. Newark N. J
Pan American Laboratories, Philadelphia, Pa.
Parrott Varnish Co., Bridgeport.
Patterson-Sargent Co., Cleveland, O.
Phoenix Paint & Varnish Co., Phila
Pierce Co., F. O., New York, N. Y
Pitcairn Varnish Co., Milwaukee.
Pratt & Lambert, L. I. City, N. Y
Price-Bond-Woolston Co., Plaingeld, N. J.
Queen City Varnish Co., Cincinnati.
Rie Nie Mfg. Co., Minneapolis.
Rub-On Mfg. Co., Buffalo, N. Y. (Elastic for Dull Hoods and Fenders).
Sherwin-Williams Co., Cleveland, O
Smith & Co., Edward, L. I. City, N. Y.
Standard Varnish Works, New York
Sterling Varnish Co. Pittsburg, Pa
Thomson Wood Finishing Co., Phila.
Toch Bros., New York, N. Y.
Twin City Varnish Co., St. Paul, Minn.
U-Auto Varnish Co., Cleveland, O.
U. S. Varnish Co., Cincinnati, O.
Valentine & Co., New York, "Vanadium."
Vulcan Varnish Wks., Akron, Ohio. fenders)
Wadsworth-Howland Co., Chicago, Ill., "Jewel."
Wheeler, Clough Co., Chicago, Ill.
Wetherill & Co., Geo. D., Phila., Pa
Willey, C. A., L. I. City, N. Y.
Zinsser & Co., Wm., New York. "Usonall."

VENTILATORS.

Asco Mfg. Co., New York.
Banker Windshield Co., Pittsburgh (Windshield).
Cowles & Co., W. C., New Haven (For Dash Comb. Light.
Detroit Mech. Starter Co., Detroit, "Zigzag" (Windshield).
Douglas & Lomason Co., Detroit.
Drabold-Mott Mfg. Co., Detroit, "D. & M." (Windshield).
Edelmann & Co., E., Chicago (Windshield).
Ero Mfg. Co., Chicago.
Gahm Mfg. Co., Streator, Ill., "Keep Cool."
Gemco Mfg. Co., Milwaukee, Wis. ("Gemco" Fore Door).
Glass-Evans Auto Co., Grand Island, Neb., "Watson" (for Fords).
Grossman Mfg. Co., Inc., Emil, Brooklyn, N. Y.
Halliday Co., L. P., Streator, Ill.
Horn & Lambert Mfg. Co., Detroit, "H. & L." (Windshield).
Illinois Brass Mfg. Co., Chicago (Windshield).
Law Engineering & Specialty Co., Inc., Rochester, N. Y.
Nelson Mfg. Co., A., Chicago (Windshield).
O'Brien Mfg. Co., Jas. F., New York.
Rands Mfg. Co., Detroit, Mich.
Ross Wortham Co., Chicago (Hood Ventilators for Release of Hot Air).
Security Co., Pittsburgh, Pa. (for Fords).
Smith & Co., Jos. N., Detroit, Mich. (For Fore Door).
Unique Findings & Supply Co., Providence, R. I. (Windshield).
Wattles, C. B., Providence, R. I., "Excelsior."
Western Brass Mfg. Co., Chicago.
Western Windshield Wks., Minneapolis.

VIBRATORS.

Alderman Mfg. Co., Rochester, N. Y.
Amer. Coil Co., Foxboro, Mass.
Auto Coil Co., Jersey City, N. J.
Auto Parts Co., Providence, R. I. Vises Hand and Bench.
Asco Mfg. Co., New York, "Asco."
Briggs & Stratton, Milwaukee.
Brown Co., Syracuse, N. Y.
Conn. Tel. & Elec. Co., Meriden, Conn. (for Fords).
Dayton-Dick Co., Quincy, Ill.
Federal Devices Co. of Chicago, Ill.
Hazen-Green Co., Inc., A., New York, "A. H. G."
Hoosier Coil Co., South Bend, Ind.
J. & B. Mfg. Co., Pittsfield, Mass.
K. & W. Ignition Co., Cleveland.
Kokomo Elec. Co., Kokomo, Ind. "Kingston."
Lisle Mfg. Co., Clarinda, Ia., ("Crown" for Fords).
Marburg Bros., New York City.
Marion Electrical Mfg. Co., Jersey City, N. J.
Menominee Electric Mfg. Co., Menominee, Mich.
N. Y. Coil Co., New York, "Senior."
National Coil Co., Lansing, Mich.
Pfanstiehl Elec. Laboratory, Chicago.
Puritan Master Vibrator Co., Boston.
Temco Electric Motor Co., Leipsic, O.
Wells Mfg. Co., R. C., Fond du Lac, Wis., "R. C. W."

VISORS, Wind Shield.

Gemco Mfg. Co., Milwaukee, Wis.

VOLTMETERS—See Ammeters and Voltmeters; also Gauges, Battery.

VULCANIZERS — See following heads:

Vulcanizers, Portable.
Vulcanizers, Shop.

VULCANIZERS, Tire, Portable.

Adams & Co., Henry T., Chicago, "Quick Action."
Adamson Mfg. Co., E. Palestine, O., "Auto-Vulcanizer."
Arsenal Varnish Co., Rock Island, Ill., "Little Ben."
Automatic Device Co., Frankfort, Ind., "Economy."
Auto Specialties Mfg. Co., Chicago, "Universal."
Auto-Tire Vulcanizing Co., Lowell, Mass.
Baum Iron Co., Omaha, Neb., "American Combination."
Buckeye Sales Co., Cincinnati.
Burge Mch. Wks., Chicago.
Century Foundry Co., Syracuse, N. Y., "Never-fail."
Cleveland Auto Spec. Co., Cleveland, O., "Junior."
Combination Steam Vulcanizer So., St. Paul Minn., "Craft."
Comet Mfg. Co., Frandrau, S. D.
Corbett & De Coursey Co., Pittsburgh, Pa., "Cordeco."
Cox, David H., Rahway, N. J.
Des Moines Garage & Mfg. Co., Des Moines, Ia., "Eureka."
Diamond Mfg. Co., Des Moines, Ia., "Allen."
Double Fabric Tire Co., Auburn, Ind.
Edelmann & Co., E., Chicago, Ill.
Empire Auto Spec. Mfg. Co., Berea, Ohio.
Eureka Steam Governor Co., San Francisco.

Exhaust Heated Vulcanizer Co., Altoona, Pa.
Flaherty Mfg. Co., Baltimore, Md.
Gard Vulcanizer Co., Ft. Wayne, Ind., "Gards Handy."
Gibney Tire & Rubber Co., Phila., "Heck - Trick," "Rheostat," "Steam," "Multiple Tube."
Gilliland D. C. Mfg. & Auto Supply Co., St. Louis, "Nitmol."
Goodrich Co., B. F., Akron, O.
Gwynn-Bacon Vulcanizer Co., St. Louis.
Harneth Mfg. Co., A., De Vere, Racine, Wis.
Hill-Stage Co., Anderson, Ind.
Horsey Mf .gCo., Cleveland.
Humboldt Mch. & Stamping Co., Long Island City, N. Y., "No. 360."
Kerr-Griffin Vulcanizer Co., Wilkensburg, Pa.
Lawall Vulcanizer & Mfg. Co., Richmond, Ind.
Lazarus Mfg. Co., Cleveland, O., "Two-in-One."
Mabeys Elec. & Mfg. Co., Indianapolis, Ind.
Martin & Bro., Pomona, Cal.
Marvel Accessories Mfg. Co., Cleveland, O.
Mapes, Lee C., Rochester, N. Y., "Superior."
Mead Mfg. Co., Chicago, "Daisy."
Meiser & Co., G. H., Chicago, "Quick Action."
Midland Supply Co., Davenport, Ia., "Positive."
Milwaukee Auto Specialty Co., Milwaukee, "Radio," "Masco."
Miller, Chas. E., Anderson Rubber Wks., Anderson, Ind.
Modern Specialty Co., Racine, Wis. Wis., "Stich-in-Time," "Vul-Kit."
National Cement & Rubber Co., Toledo, O., "Perfect Process."
National Motor Supply Co., Painesville, O., "Sure Cure."
Pennsylvania Rubber & Supply Co., Cleveland, "Presco."
Perkins & Campbell Co., Cincinnati, Ohio, "Campbell."
Premier Electric Co., Chicago, Ill. (Electric), "Six-Volt."
Rice & Dayton, Cedar Falls, Ia., "Little Wonder."
Sackett & Ogden, Columbus, O., "Sure Stick" (Electric).
Safety Vulcanizer Co., Mason City, Ia.
Shaler Co., C. A., Waupun, Wis.
Stevenson, R. E., Muncie, Ind., "Nurinkle."
Tire Repair Equipment Co., Appleton, Wis., "Badger."
Vanderpool Bros., Springfield, O.
V-Air Valve & Mfg. Co., Denver, Colo., "Vulco."
Vulcan Mfg. Co., Denver, Col.
Westinghouse Elec. & Mfg. Co., Pittsburgh.
Wheeling Stove & Range Co., Wheeling, W. Va.
Worcester Mfg. Co., Worcester, Mass.

VULCANIZERS, Shop.

Acme Supply Co., Ionia, Mich.
Adamson Mfg. Co., East Palestine, O.
Anderson Steam Vulcanizer Co., Worthington, Ind.
Arthur Vulcanizing Mch. Co., Warren, O.
Auto-Tire Vulcanizing Co., Lowell, Mass.
Akron Rubber Mold & Mch. Co., Akron, O.
Battle Creek Vulcanizing Co., Battle Creek, Mich., "B. C."
Biggs Boiler Wks. Co., East Akron, O.
Champion, F. M., Utica, N. Y.
Diamond Mfg. Co., Des Moines, Ia., "Allen."
Gilliland Mfg. & Supply Co., D. C., St. Louis, Mo.
H. & H. Mfg. Co., Lafayette, Ind., "Giant."
Haywood Tire & Equipment Co., Indianapolis, "M. A. C."
Hill-Stage Co., Anderson, Ind.
Mapes, Lee C., Rochester, N. Y., "Maburn Superior."
Miller, Chas. E., Anderson Rubber Wks., Anderson, Ind.
Milwaukee Auto Spec. Co., Milwaukee, Wis., "Radium."
National Motor Supply Co., Painesville, O., "Wizard."
Progressive Mfg. Co., Milwaukee.
Shaler Co., C. A., Waupun, Wis.
Star Vulcanizer Mfg. Co., Columbus, O.
Superior Vulcanizing Co., Rochester, N. Y.
Tire Repair Equipment Co., Appleton, Wis., "Badger."
Vanderpool Co., Springfield, O.
Wheeling Stove & Range Co., Wheeling, W. Va.
Wheeling Steam Vulc. Co., Wheeling, W. Va.
Williams Fdry. & Mach. Co., Akron O., "Akron Williams."

VULCANIZING BAGS—See Bags.

WARMERS, Foot—See Heaters, Automobile.

WARMERS, Hand—See Heaters, Steering Wheel.

WASH—See following heads:

Wash Brushes—See Washers, Car.
Wash Guns—See Cleaners, Gasoline Spray.

WASHERS—See following heads:

Washers, Car, overhead revolving sponge holders, etc.
Washers, Felt.
Washers, Lock—See Nuts and Washers.

WASHERS, Car, Overhead Revolving, Sponge Holders, etc.

Advance Mfg. Co., Franklin, Pa.
Artizan Brass Co., Chicago, "Wash Gun."
Cataract Auto-Vehicle Washer Co. Topeka, Kans.
Century Fdry. Co., Syracuse, N. Y., "Wizard."
Codman & Shurtleff, Boston, Mass., "C. & S." (Engine Cleaner).
Collison's Garage, Burlington, Vt.
Economy Vehicle Washer Co., Newburg, N. Y.
Edgar Mfg. Co., Boston, Mass., "Rotobrush."
Ernst's Sons, C. F., Buffalo, N. Y.
F. A. M., Buffalo, N. Y., "De Luxe."
Fisk Iron Works, J. W., New York, N. Y., "Favorite," "Leader," "Utility," "Elite."
Foreman Patent Swinging Hose Bracket Co., L. T., Omaha, Neb.
Franklin Oil Wks., Franklin, Pa.
Fuller Brush Co., Hartford, Conn.
Gaylord Sanitary Mfg. Co., Roch., N. Y.
Ham Mfg. Co., C. T., Rochester, N. Y., "Ideal."
Hanley, G. V., Milwaukee, Wis.
Hicks Brush Co., Howard W., Denver, Col.
Keystone Varnish Co., Bklyn, N. Y. "Monarch."
Long, Adam A., Rochester, N. Y., "L. & M. Perfect."
Mueler, Eduard, North Bergen, N. J., "Reliable."
Peerless Fountain Brush Co., Chicago.
Perfect Mfg. Co., Albany, N. Y.
Peoria Overhead Vehicle Washer Co., Peoria, Ill.
Ryan & Long, Appleton, Wis., "Perfection."
Sanitax Brush Co., Chicago, Ill.
Smith Mfg. Co., I. J., Brooklyn, N.Y.
Star Brass Works, Chicago, "Binks."
Stevens Mfg. & Supply Co., Chicago.
Superior Brass Wks., St. Louis, Mo., "Burke."
Tempco Mfg. Co., Chicago, "Peerless," "Rex."
Vehicle Spec. Co., Hartford, Conn.
U-Auto Washer Co., Chicago.
Walworth Mfg. Co., Boston, "Federal."
Western Robe Mills, Chicago.

WASHERS, Felt.

Advance Felt Spec. & Cutting Co., Chicago.
Booth Felt Co., Brooklyn, N. Y.
Bowen Mfg. Co., Auburn, N. Y.
Braunsdorf, Geo. W., New York.
Brawley, T. R., Brooklyn, N. Y.
Climax Specialty Co., Seneca Falls, N. Y.
House & Sons, Chas. W., Unionville, Conn.
Marsten, I. G., Boston.
Mitchell & Smith, Inc., Boston.
Sutherland Co., F. L., Detroit, Mich
Western Felt Works, Chicago, Ill.

WASTE, Cotton.

Bishop Mfg. Co., Robert, Boston.
Dallas Waste Mills, Dallas, Texas.
Detroit Waste Wks., Detroit.
Egan & Co., K., New York, N. Y
Empire Waste Co., Inc., New York.
Estes Mills, Fall River, Mass.
Franklin Oil Wks., Franklin, Pa.
Frazier Lubricator Co., Chicago, Ill.
Hagy & Son, C. L., Phila., Pa.
Hoffman-Corr Mfg. Co., New York
Massasoit Mfg. Co., Fall River, Mass.
Olmstead & Tuttle Co., Chicopee, Mass.
Riverside Mills, Augusta, Ga.
Royal Mfg. Co., New York.
Springfield Waste Co., Springfield, Mass.
Standard Waste Mfg. Co., Phila., Pa
Sweetland Waste Co., Boston.
Union Wadding Co., Pawtucket, R. I., "Auto Waste."

WATCHES, Limousine—See Clocks, Watches, etc.

WATER BAGS—See Bags, Water.

WATERPROOFING COMPOUNDS—See Compounds.

WAX, Body Polishing.

Boyle Co., A. S., Cincinnati, O.
Johnson & Son, S. C., Racine, Wis.

WEARING APPAREL—See Clothing, Caps, Gloves and Leggings.

WEATHER STRIPS, Transparent.

Akron Auto Garage Co., Akron, O.

WELDING APPARATUS —See Apparatus Welding.

WHEEL—See following heads:

Fly Wheel or Crank Pin Pullers See Pullers.
Wheel and Gear Pullers—See Pullers, Wheel and Gear.
Wheel Steadiers—See Steadiers.

WHEELS—See following heads:

Wheels, Demountable.
Wheels, Special.
Wheels, Sprockets—See Gears and Pinions, Brass or Steel.
Wheels, Steel.
Wheels, Steering—See also Gears, Steering.
Wheels, Wire.
Wheels, Wood.

WHEELS, Demountable.

Anglers, Streator, Ill.
Bachem, Max, Detroit, Mich.
Baker Wheel & Rim Co., Chicago.
Hill Smith Metal Goods Co., Boston, "Minute" (for Ford).
Holland Demountable Wheel Co., Holland, Mich.
Houk Mfg. Co., Buffalo, N. Y.
Mott Wheel Works, Utica, N. Y., "Quality."
Purfex Mfg. Co., Philadelphia, Pa., "Sword."
Salisbury Wheel & Mfg. Co., Jamestown, N. Y.
Spranger Wire Wheel Co., Detroit (Demountable Rim).

WHEELS, Special.

Amer. Metal Wheel Co., Toledo.
Anderson Spring Wheel Co., Lake Creek, Texas.
Elastic Wheel Co., Baltimore, Md.
Fehrney Wheel Corp., Harrisonburg, Va.
Gray Bros. & Co., Chicago ("Chicago" Spring Wheel).
HOUSTON PNEUMATIC PUNCTURE PROOF WHEEL CO., Houston, Texas.
J. B. D. Resilient Wheel Mfg. Co., Milwaukee Wis.
Jenkins Emergency Wheel Co., Richmond, Va.
Keeler Bros. & Shur, Hibbing, Minn.
Leib Yielding Wheel Co., Middleton, Ohio.
Mathiesen Spring Wheel Co., Chicago.
Peck Wheel Co., Chicago.
Schick Wheel & Tire Co., Wheeling, W. Va.
Seaton Wheel Co., Nashville, Tenn.
Sewell Cushion Wheel Co., Detroit.
South Bend Spring Wheel Co., South Bend, Ind.
Sterling Wheel Co., Milwaukee, Wis.
Stephens & Gaston, New Bedford, Mass.
Taylor Spring Wheel Co., Oakland Cal.
Universal Engrg. Co., San Francisco, Cal., "Dundon."
Universal Wheel Co., Ft. Wayne Ind.
Urie, W. T., Independence, Mo.
Watson Suspension Wheel Co., Cleveland, O.
Wheel of Fortune Corp., Chicago. "Frommann."

WHEELS, Steel.

Bachem, Max, Detroit, "Crown Prince."
Burrowes & Co., Portland, Me. (Emergency).
Dayton Steel Foundry Co., Dayton, O.
Detroit Pressed Steel Co., Detroit.
Hale & Kilburn, Philadelphia.
Hydraulic Pressed Steel Co., Cleveland, O., "Parker Hydraulic."
Clark Equipment Co., Buchanan, Mich., "Besco" (Cast Steel Disc Wheel).
Ideal Steel Wheel Co., Elkhart, Ind.
Indestructible Wheel Co., Lebanon, Ind., "Lofland."
Johnson Steel Wheel Works, Boston.
Kirgan Parker Co., Cincinnati.
Lauth-Juergens Motor Car Co., Chicago, Ill (Tubular).
Michigan Motor Spec. Co., Detroit, "Becco."
Michigan Steel Casting Co.
Pressed Steel Wheel Co., Los Angeles.
Newmastic Co., N. Y., "No-Felloe."
Otis Elevator Co., New York.
Pneumatic Suspension Wheel Co., Stamford, Conn.
Rock River Mfg. Co., Dixon, Ill. (Tubular)
Sheldon Axle Co., Wilkes-Barre, Pa
Smith Wheel, Inc., Syracuse, N. Y.
Standard Steel Castings Co., Cleveland.
Smith Wheel, Inc., Syracuse, N. Y.
Syracuse Malleable Iron Wks., Syracuse, N. Y.
Swedish Crucible Steel Co., Detroit, "Olson."
Urie, W. T., Independence, Mo.
West Steel Castings Co., Cleveland, O.
Williams Steel Wheel, Rim & Tire Co., Chicago.

WHEELS, Steering—See also Gears, Steering.

American Wood Rim Co., Onaway, Mich.
Auto Compressor Co., Wilmington, O., "Oro."
Detroit Auto Dash Co., Detroit.
Detroit Motor Car Supply Co., Detroit.
Gemco Mfg. Co., Milwaukee, Wis., "Gemco Tilting."
Lucker-Wood Mfg. Co., Sidney, Ohio.
Metalwood Mfg. Co., Detroit.
Michigan Motor Specialties Co., Detroit, "Becco."
Muncie Auto Parts Co., Muncie, Ind
Neville Steering Wheel & Mfg. Co., Detroit, "Moroom."
Pouvailsmith Corp., Poughkeepsie, N. Y. (Heated and not Heated). ("Povasco" Moveable).
Prestotilt Attachment Co., Muncie, Ind. (Moveable).
Rastetter & Sons, Louis, Ft. Wayne, Ind.
Towanda Motor Vehicle Co., Towanda, Pa.
Tucker Wood Work Co., Sidney, O.
Vincent Clear Room Steering Wheel Co., Detroit (Moveable).
Warner Gear Co., Muncie, Ind, also (Ford "Wheeltilt").
Wayne Steering Wheel & Bow Co., Wayne, Mich.

WHEELS, Wire.

Castle & Kyte, Detroit, "Hayes."
Craftsmen Motor Corp., Chicago, "Kelly."
Dayton Wire Wheel Co., Dayton, O. (Ford).
F. & H. Wire Wheel Co., Springfield, Ohio, "Frayer."
General Rim Co., Cleveland, "G. R. C."
Great Western Mfg. Co., Laporte, Ind., "Lindsay."
Hayes Wheel Co., Jackson, Mich.
Hill Standard Mfg. Co., Anderson, Ind., "Lindsay."
Houk Mfg. Co., Buffalo, N. Y.
Indestructible Wheel Co., Lebanon, Ind.
Jamesville Wheel Mfg. Co., Jamesville, N. Y.
Mott Wheel Wks., Utica, N. Y.
National Wire Wheel Wks., Geneva, N. Y., "Pasco."
Phelps Mfg. Co., Columbus, O., "Frayer."
Presto Inner Rim Co., Boston, Mass.
Racine Auto Parts Co., Racine Junction, Wis., "Rapco."
Spranger Wire Wheel Co., Detroit.
STANDARD ROLLER BEARING CO., Philadelphia, Pa., "Rudge-Whitworth."
Standard Parts Co., Cleveland, O., "Stanweld."
United States Wire Wheel Co., McKeesport, Pa.
Wire Wheel Corp. of America, Buffalo, N. Y.

WHEELS—Wood.

Amer. Wood Rim Co., Onaway, Mich
Archibald Wheel Co., Lawrence, Mass
Auburn Wheel & Mfg. Co., Auburn, N. Y.
Auto Specialty Co., Cincinanti, O
Auto Wheel Co., Lansing, Mich.,
Baltimore Hub-Wheel & Mfg. Co., Baltimore, Md.
Bimel Spoke & Auto Wheel Co., Portland, Ind.
Buckeye Wheel Co., Galion, O.
Carr, Prescott & Co., Amesbury, Mass.
Central City Wheel Wks., Syracuse.
Eames & Co., A. M., South Framingham, Mass
Eberly & Orris Mfg. Co., Mechanicsburg, Pa.
Empire Wheel Works, Utica, N. Y.
Goodrich Wheel Co., Akron, O.
Hagerstown Spoke & Wheel Co., Hagerstown, Md.
Harris Co., Easthampton, Mass.
Hayes Truck Wheel Co., St. oJhns, Mich.
Hayes Wheel Co., Jackson, Mich.
Hoopes Bro. & Darlington, West Chester, Pa.
Imperial Wheel Co., Flint, Mich.
Jamesville Wheel Mfg. Co., Jamesville, N. Y.
Jones & Co., Phineas, Newark, N. J.
Kelsey Wheel Co., Detroit.
Kingsbury-Leahy Co., Albany, N. Y., "K. L."
Madison Wheel Co., Madison, O.
Meeker Mfg. Co., Dayton, O.
Millar Wheel Wks., Chicago.
New Haven Carriage Co., New Haven, Conn.
Prudden & Co., W. K., Lansing, Mich.
Purfex Mfg. Co., Philadelphia, Pa., "Sword" (Ford).
Salisbury Wheel & Mfg. Co., Jamestown, N. Y.
Schwarz Wheel Co., Philadelphia.
Sendelbach Wheel Co., Shortsville, N. Y.
Standard Wheel Co., Terre Haute, Ind.
Waverly Co., Indianapolis.
Wayne Wheel Co., Newark, N. Y.
Wheel & Wood Bending Co., Bridgeport, Conn.
Zwick & Greenwald Wheel Co., Dayton, O.
Yenawine & Seibert, Seattle.

WHISTLES, Exhaust—See Horns.

WIND SHIELD CLEANER—See Compounds; see also Cleaners, Mechanical.

WIND SHIELDS, Glass—For Leather Windshields see Tops and Boots.

Alexander Mfg. Co., J., New York.
Anderson & Co., F. W., Phila., Pa.
Ansonia Mfg. Co., Ansonia, Ct., "Ball Lock," "Positive Lock."
Auto Brass Mfg. Co., Providence, "A. B. C."
Auto Parts Mfg. Co., Milwaukee, "Badger."
Auto Spec. Mfg. Co., Milwaukee.
Auto Wind Shield Co., Cambridge, Mass.
B. & B. Mfg. Co., Cleveland, O., "Superior."
Ranker Wind Shield Co., Pittsburg.
Blasier Mfg. Co., Utica, N. Y.
Burrowes, E. T., Portland, Me.
Cartier, Chapman & Co., Ludington, Mich., "Breeze."
Clark & Sons, A. N., Plainville, Conn. (also for Tonneau).
Columbus Auto Parts & Machine Co., Columbus, O.
Cox Brass Mfg. Co., Albany, N. Y., "Clear Vision."
Diamond Windshield Co., Detroit.
Douglas & Lomason Co., Detroit.
Earle Auto Wks., Los Angeles.
English & Mersick Co., New Haven.
Fellwock Automobile & Mfg. Co., Evansville, Ind.
Flanders Mfg. Co., Titusville, Pa.
FRYER-AUSTER CO., Providence, R. I., ("Auster" extending Tonneau shield).
Branches:
New York—1733 Broadway.
Los Angeles—Eugene M. Tilden, 6414 Hollywood Building.
Gemco Mfg. Co., Milwaukee, Wis.
Glover Equipment Co., Indianapolis.
GORDON CO., J. P., Columbus, O.
Hammond Co., Passaic, N. J.
Hanson Spec. Co., C. P., Niles, Mich. (Tonneau Shield).
Hawthorn Mfg. Co., Bridgeport, Ct.
Hill Mfg. Co., Buffalo, N. Y.
Holcker-Elberg Mfg. Co., Kansas City, Mo.
Holcomb Co., The, New Haven, Ct., "New Haven."
Hughey & Son, Wm., Chicago.
Illinois Brass Mfg. Co., Chicago.
Ireland & Matthews Mfg. Co., Detroit, Mich.
J. H. Tonneau Shield Co., New York (for rear seats).
Jacobson Bros., Newark, N. J.
Johnson Service Co., Milwaukee, Wis.
Kimball & Co., C. P., Chicago, Ill.
Kinsey Mfg. Co., Toledo, "Kinwood."
Krahn Mfg. Co., Milwaukee, Wis.
Lubcke, Chas., San Francisco, Cal., "Frameless."
Medina Stamping & Machine Co., Medina, N. Y.
Metal Stamping Co., L. I. City, N. Y., "Challenge."
Metalwood Mfg. Co., Detroit.
Milbradt Mfg. Co., St. Louis, Mo.
Model Iron & Wire Wks., Milwaukee.
Motor Products Corp. Detroit.
Murray & Co., P. A., Newton, Mass.
National Brass Mfg. Co., Rochester, N. Y.
N. J. Auto Top Mfg. Co., Newark.
Novelty Mfg. Co., Waterbury, Conn., "Ajax."
Ospeco Mfg. Co., Inc., Detroit (Ford).
Page Woven Wire Fence Co., Adrian, Mich., "Boreas."
Perkins, A. D., Los Angeles, Cal.
Pioneer Auto Top & Supply Co., Kansas City, Mo., "Zig-zag," "Kansas," "Automati."
Racine Buggy Top Co., Racine Wis.
Rands Mfg. Co., Detroit, Mich.
Rhodes, W. C., Phila., Pa.
Russell, H. J., Worcester, Mass., "Angle."
Sargent & Ham Co., Boston, Mass.
Sharrer Patent Top Co., Inc., N. Y. (Tonneau Shield), "Beatonson Triplex."
Simon Auto Top & Supply Co., Kansas City, Mo.

Smith, The H. Lund Co., Paterson, N. J.
Smith & Co., Jos. N., Detroit, Mich., "Ackerman."
Sprague Umbrella Co., Norwalk, O., "Little Giant."
Star Brass Works, Kansas City, Mo.
Sterling Auto Top Co., Detroit, Mich.
Stewart-Cary Glass Co., Indianapolis, Ind., "Gibraltar."
Superior Mfg. Co., Ann Arbor, Mich.
Taylor, C. V., Pontiac, Mich.
Teel Mfg. Co., Medford, Mass.
Twentieth Century Motor Car Supply Co., So. Bend, Ind., "Williams."
Union Auto Specialties Co., Brookville, Pa.
Universal Wind Shield Co., Chicago.
Vehicle Top & Supply Co., St. Louis.
Wall Mfg. Co., R. C., Phila., Pa.
Werner & Sons, Geo., Buffalo, N. Y.
Western Brass Mfg. Wks., Chicago.
Western Windshield Wks., Minneapolis, Minn.
Whiting, T. Henry, Rockford, Ill.
Wisconsin Auto Top Co., Racine, Wis., "Badger."

WINDERS, Cord.

Metal Specialties Mfg. Co., Chicago, Ill.

WINDOW REGULATORS. See Fixtures, Window.

WIPERS AND CLOTHS, Polishing.

Detroit Sanitary Rag Co., Detroit.
Marcus & Bro. Corp., M. & H., Nepera Park, N. Y.
Mill Remnants Co., New York.
Northwestern Sanitary Wiping Rag Co., Chicago, Ill., "Handy."
North & Sons, Jos. W., Elizabeth, N. J.
Sanitary Rag Co., Kalamazoo, Mich
Union Wadding Co., Pawtucket, R. I.

WIRE—See following heads:

Wire, Aluminum.
Wire, Flexible—See Cord, Flexible.
Wire, Rubber Covered—See Cable, Ignition.
Wire, Steel Spring.

WIRE, Aluminum.

ALUMINUM CO. OF AMERICA, Pittsburgh, Pa.

WIRE, Steel Spring.

American Steel & Wire Co., Chicago.
Hammacher, Schlemmer & Co., New York, N. Y., "Red Label."
Roebling's Sons Co., John A., Trenton, N. J.
Ryerson & Son, Jos. T., Chicago, Ill.
Washburn Wire Co., Phillipsdale, R. I.

WOOL, Steel.

Am. Steel Wool Mfg. Co., New York.
Buehne Steel Wool Co., New York

WRECKER TRUCKS—See Trucks.

WRENCH JAWS-See Jaws, Wrench

WRENCHES, Nut & Bolt.

Agner Co., Raymond C., Burlington, Wis.
Allen Wrench & Tool Co., Providence.
Amer. Thermo Ware Co., N. Y. (Importers), "Hercules."
Anderson Ratchet Wrench Co., Union Stock Yards, Chicago.
Armstrong Bros. Tool Co., Chicago.
Asco Mfg. Co., New York, "Twin Grip."
Auto Parts Co., Providence, R. I., "Apco."
Automatic Wrench Co., Boston, Mass., "Barnsley Automatic."
Azadian Gauge Mfg. Co., Syracuse, N. Y., "Auto King."
Barcola Mfg. Co., Buffalo, N. Y.
Barnes Tool Co., New Haven, Conn.
Bemis & Call Hdw. & Tool Co., Springfield, Mass., "B. & C."
Billings & Spencer Co., Hartford, Conn., "B. & S."
Bergman Tool Mfg. Co., Buffalo, N. Y., "Queen City."
Bonner Tool Co., Champaign, Ill., "Victor."
Bonney Vise & Tool Wks., Allentown, Pa.
Bergman Tool Mfg. Co., Buffalo, N. Y., "Queen City."
Bornstein & Co., Ipswich, Mass.
Boston Wrench Co., Boston.
Braunsdorf-Mueller Co., Elizabeth.
Bridgeport Hdw. Mfg. Corp., Bridgeport, Conn.
Buffum Tool Co., Louisiana, Mo.
C. M. B. Wrench Co., Garwood, N. J., (Socket) C. M. B.," "Auto Queen," "Quick Silver" (Spark Plug), "C. M. B.," "Silver King."
Chamberlain Wrench Co., Geneva, Ill. (Combination Pliers, etc.).
Cochran Pipe Wrench Mfg. Co., Chicago, "Speednut."
Coes Wrench Co., Worcester, Mass.
Convertible Rachet Wrench Co., Allentown, Pa.
Crescent Mfg. Co., New York. "Amco."
Crescent Tool Co., Jamestown, N. Y.
Cronk & Carrier Mfg. Co., Elmira, N. Y.
Currier Koeth Mfg. Co., Coudersport, Pa.
Cutter, Geo. A., Taunton, Mass., "Stickit," "Bay State Autokit" (Socket Wrenches).
D. & H. Mfg. Co., New Haven, Conn.
Dayton Malleable Iron Co., Dayton, O. (also Spark Plug).
Dow Wire & Iron Wks., Louisville, Ky. (Oil. Cock).
Dudley Tool Co., Menominee, Mich.
Eagle Claw Wrench Co., Rockford, Ill.,
Eames Tool Co., Swampscott, Mass.
Erie Stamping & Mfg. Co., Erie, Pa., "Esco."
Eberhard Mfg. Co., Cleveland (S Socket, Aero Spark Plug).
Gemco Mfg. Co., Milwaukee, Wis., (Spark Plug) "Gemco."
Goodell-Pratt Co., Greenfield, Mass. (Socket).
Girard Wrench Mfg. Co., Girard, Pa.
Globe Wrench Co., Ipswich, Mass.
Greenfield Tap & Die Co., Greenfield, Mass., "Litele Giant."
Grossman Mfg. Co., Emil, Brooklyn, N. Y.
Guernsey, C. C., Derry, N. H.
Harris & Reed Mfg. Co., Chicago.
Hebrand Co., Fremont, O.
Hill Pump Valve Co., Chicago ("Utility" Socket Wrenches and Rim Wrench).
Hjorth & Co., Wm., Jamestown, N. Y., "Empire."
Indianapolis Drop Forging Co., Indianapolis Ind.
Imperial Tool Co., Bloomington Ill. (Angle Wrench).
Improved Gauge Mfg. Co., Syracuse, N. Y. (Ratchet).
Kilborn & Bishop Co., New Haven, Conn., "K. & B.," "Saxon."
Keystone Mfg. Co., Buffalo, N. Y.
Lakeside Forge Co., Erie, Pa.
Lamson & Sessions Co., Cleveland, O.
Lane, Will B., Chicago, "Unique."
Lowell Wrench Co., Worcester, Mass.
Lowentraut Mfg. Co., P., Newark, N. J., "U. S."
Marvel Accessories Mfg. Co., Cleveland, O.
Michigan Motor Specialties Co., Detroit, Mich., "Becco."
Miller, Chas., Syracuse, N. Y. (Spark Plug), "XX," "4 in 1," "2 in 1," "Crow-foot."
Moore Drop Forging Co., Springfield, Mass.
Mossberg Co., Frank, Attleboro, Mass., "Sterling," "Alderman," "Gripsall," "Diamond," "Auto Cle," "National."
National Jack & Mfg. Co., Chicago (Spark Plug).
Nelson Mfg. Co., A., Chicago, "Alligator" (also Spark Plug), "Favorite."
New Britain Mfg. Co., New Britain.
New England Forge Co., Worcester.
Niagara Falls Metal Stamping Wks., Niagara Falls, N. Y., "Pokitrenchiz."
Oakes Pressed Steel Co., Indianapolis (Hub Caps).
Oswego Tool Co., Oswego, N. Y.
Packer Auto Spec. Co., New York, "Ray."
Page-Storms Drop Forge Co., Chicopee, Mass.
Peck, Stow & Wilcox Co., Southington, Conn.
Providence Auto Equip. Co., Providence, R. I., "Keystone."
Ronson Specialty Co., Newark, N. J., "Nine in One."
Rex Wrench Co., Boston, (Socket).
S. & A. Mfg. Co., Boston, Mass., "Quixet."
S. & I. Co., Springfield. Mass.
Schoenborn, A. J., Greenleaf, Kans.
Shepherd-Prince Co., Inc., New York, "Master."
Smith & Co., H. D., Plantsville, Ct., "Perfect Handle."
Star Mfg. Co., Carpentersville, Ill. (Ratchet).
Starrett Co., L. S., Athol, Mass.
Syracuse Wrench Co., Syracuse, N. Y., "Champion," "Yale," "Ball Friction."
Trimont Mfg. Co. (Roxbury), Boston, "Trimo," "Auto."
Turner & Deegan, Bristol, Conn.
Universal Wrench & Tool Co., Sterling, Ill.
Wakefield, Clarence E., Worcester, Mass.
Walden-Worcester, Inc., Worcester.
Wagner-Moore Mfg. Co., Racine, Wis.
Whitaker Mfg. Co., Chicago, Ill.
Whitehouse, Le Compte Mfg. Co., Newark, N. J.
Whitman & Barnes Mfg. Co., Akron, Ohio, "W. & B."
Williams & Co., J. H., Brooklyn. "Ratchetless."
Worcester Pressed Steel Co., Worcester, Mass.
Wright Wrench & Forging Co., Canton, O., "Stover" ("Handy" wrench sets).

WRENCHES, Pipe.

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Ajax Wrench Co., Toledo, O.
Alert Tool Co., Phila., Pa.
Allen Wrench & Tool Co., Providence, R. I.
American Co., Momence, Ill., "Rockford."
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Automatic Wrench Co., Boston, Mass.
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Bonney Vise & Tool Wks., Allentown, Pa., "Vixen."
Boston Wrench Co., Boston, Mass.
Braunsdorf-Mueller Co., Elizabeth, N. J.
Central Brass & Fixture Co., Springfield, O.
Cochran Pipe Wrench Mfg. Co., Chicago, "Cockran."
C. M. B. Wrench Co., Garwood, N. J., "Silver King."
Crescent Mfg. Co., N. Y., "Amco."
Cutler, Geo. A., Taunton, Mass.
Danielson & Co., J. P., Jamestown, N. Y.
Du Charme Wrench & Novelty Mfg Co., Cambridge, O.
Dudley Tool Co., Menominee, Mich.
Erie Stamping & Mfg. Co., Erie, Pa., "Esco."
Erie Tool Works, Erie, Pa.
Gemco Mfg. Co., Milwaukee, Wis., (Spark Plug) "Gemco."
Green-Tweed Co., New York.
Globe Wrench Co., Ipswich, Mass.
Grossman Mfg. Co., Emil, Brooklyn, N. Y. ("Red Head" Spark Plug).
Hall's Sons, Samuel, New York.
Harris & Reed Mfg. Co., Chicago, Ill.
Hawkeye Wrench Co., Marshalltown, Ia.
Hjorth & Co., Wm., Jamestown, N. Y., "Empire," "Lightning."
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Kilburn & Bishop Co., New Haven, Ct., "K. B." "G. B." "Saxon."
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Moss, Augustus L., Sandusky, O.
Mossberg Co., Frank, Attleboro, Mass., "Sterling," "Diamond," "Alderman," "National," "Junior," "Gripsall."
New Britain Mfg. Co., New Britain,
Oswego Tool Co., Oswego, N. Y.
Conn., "Pick Up," "Ever Ready."
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Pratt, Wm. E., Chicago.
Ripley Pipe Wrench Co., Ripley, N. Y., "Leader."
Robbins, Gamewell & Co., Pittsfield, Mass.
Rogers Shear Co., Warren, Pa., "American," "Fairbanks."
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Shaw Propeller Co., Boston, Mass.
Shepherd-Prince Co., Inc., N. Y, "Master."
Smith & Co., H. D., Plantsville, Conn., "Perfect."
Smith & Hemenway Co., New York.
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Swedish-Am. Telephone Co., Chicago. (Comb Tool).
Trimont Mfg. Co., Roxbury, Mass., "Trimo."
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Walworth Mfg. Co., Boston, Mass..
Warnock Mfg. Co., Worcester, Mass. (Strap Wrench).
Wells & Son Tool Co., F. E., Greenfield, Mass., "Hercules."
West Haven Mfg. Co., New Haven, Ct. (Comb. Pliers).
Whitaker Mfg. Co., Chicago, "Auto."
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